



# **VOLKSWAGEN** **Racing**

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**Date: 12/03/19**

## The Volkswagen Group Racing Cup *Championship Regulations 2019*

### Introduction

Launched in 2000 the Volkswagen Group Racing Cup is the most successful manufacturer-backed saloon car championship in the UK. Open to any model of racing Volkswagen Group vehicle with a Logbook, the innovative regulations put all cars into a single class based on power to weight ratios. This variety of machinery, representing Volkswagens Group Vehicles of all ages has made for one of the most colourful and diverse grids in motorsport.

2019 sees continued stability of the regulations, which is a fundamental principle behind the championship. For, unlike 'one-make' championships, cars developed for the Volkswagen Group 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 Group Racing Cup will be giving first priority to existing drivers and cars. Please read these regulations carefully for more details on eligibility.

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.

# Volkswagen Group Racing Cup 2019 Sporting and Technical Regulations

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The 2019 Volkswagen Group Racing Cup Championship is organised and administrated by MSVR in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MOTORSPORT UK Championship Permit No: **CH2019/R111**

Race Status: **National B**

MOTORSPORT UK Championship Grade: **C**

MSVR reserve the right to amend or vary the Sporting Regulations in accordance with MOTORSPORT UK 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 MOTORSPORT UK approval, and all such statements will be issued by Championship Bulletin to the MOTORSPORT UK 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

Nicki Lines

Tel: 07939 718048

Email: [nicki@maximumgroup.net](mailto:nicki@maximumgroup.net)

#### 1.2.2 Eligibility Scrutineer

Ian Billett

12 Cedar Close

Lancing

West Sussex

BN15 8PY

Tel: 07342 286755

Email [lbillett@aol.com](mailto:lbillett@aol.com)

#### 1.2.3. Championship Stewards

Trevor Parry, Bill Shewan, Dale Wells, David 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.

### 1.3 Competitor Eligibility

## Volkswagen Group Racing Cup 2019 Sporting and Technical Regulations

- 1.3.1 Entrants must:
- (a) Be fully paid up valid membership card holding members of MSVR and
  - (b) Be Registered for the Championship and
  - (c) be in possession of a valid entrants licence, where applicable. Without a valid entrants licence, Team Managers and or representatives may not be present in any judicial matters.
- 1.3.2 Drivers and Entrant Drivers must:
- (a) be current members of MSVR
  - (b) be registered for the Championship and
  - (c) be in possession of a valid Competition (Racing) National (B), as a minimum
  - (d) \*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
  - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without prior written approval of the education establishment.
- 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 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 £500 plus VAT and must be paid in full before 20<sup>th</sup> December 2018. After this date the registration fee increases to £1000 plus VAT. All payments are payable to Maximum Motorsport Ltd. One off registration fee is £200 plus vat.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 Guest Drivers
- In addition to Registered Drivers, at the organiser's discretion, Guest Drivers may be invited to enter in individual Volkswagen Group Racing Cup races who will not be required to submit a full year Registration Fee (1.4.2). Guest drivers will receive trophies if they finish in the top 3, but will not be awarded Championship points.
- Any Guest Driver will carry a 'G' sticker on the front sun visor.
- A guest driver must pay a single-event Registration Fee of £200 plus VAT for each event that they compete in and must carry the success ballast as per Appendix T2.
- A guest driver may enter no more than two races (one event) of the Championship. After this they must become a Registered Driver (1.4.2).
- Registered drivers entries will have precedent over non-registered drivers until the closing date for entries 14 days before the race, late entries will be accepted at the championship organisers discretion and will carry a late payment fee off £50
- If a guest driver subsequently registers for the championship, points will only count from the point of full registration.
- 1.4.5 Registration will be accepted from 1<sup>st</sup> November 2019 until the closing date for entries to each round.
- 1.4.6 Upon registration and cleared payment, 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

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Championship winning driver.

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

## 1.5 Championship Rounds

1.5.1 The Championship will be contested at the following venues:

Rounds	2019 Dates	Venue	Double Header	Club
1 & 2	22 April 2019	Oulton Park	DH	MSVR
3 & 4	18-19 May 2019	Snetterton 300	DH	MSVR
5 & 6	8-9 June 2019	Silverstone GP	DH	BRSCC
7 & 8	22-23 June 2019	Donington Park GP	DH	BRSCC
9 & 10	6-7 July 2019	Brands Hatch Indy	DH	MSVR
11 & 12	3-4 August 2019	Brands Hatch GP	DH	MSVR
13 & 14	14-15 September 2019	Donington Park GP	DH	BRSCC

Note that all dates are provisional and subject to change.

1.5.2 The Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all competitors through the issuing of an Official Championship Bulletin to all registered competitors in accordance with MOTORSPORT UK Regulation [D 11.1].

In the event of cancellation of a championship round outside of the control of the Organisers, the cancelled round may be relocated to an alternative venue on an alternative date, or the total number of race meetings that comprise the full championship be reduced. Neither the organisers, nor the race organisers, club running the respective race meetings or promoters shall be liable for any consequential loss or damages.

## 1.6 Scoring

1.6.1 The Volkswagen Group 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 Registered drivers listed as classified finishers in the final results of the championship qualifying races on the following scale:

1.6.2

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

Additionally, the following points will be awarded, Fastest Lap in each race: 2 points. Pole Position in race 1: 2 points

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current MOTORSPORT UK Yearbook.

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

1.6.5 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

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positions.

- 1.6.6 Drivers will drop their lowest score of the 2019 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.

### 1.7 Awards

- 1.7.1 All awards are to be provided by: Maximum Motorsport Ltd and their sponsors

#### 1.7.2 Per Round

Trophies will be awarded to the winner of each round.

#### 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. MOTORSPORT UK Regulation [D 7.1.12] applies.

#### 1.7.4 Presentations

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

#### 1.7.5 Entertainment Tax Liability

In accordance with current Government Legislation, MSVR 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 payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that MSVR is required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

#### 1.7.6 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.

#### 1.7.7 Bonuses

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

## 2 CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries

2.1.1 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 7 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.

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 and 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. 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 2.1 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.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Co-ordinator in writing. 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

The Championship Organisers will only accept the maximum number of entries allowed to race in accordance with that circuit's MOTORSPORT UK 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). Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### 2.1.6 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.

Race Entry fees will not be refunded to competitors and reserves.

2.1.7 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.

2.1.8 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.

2.1.9 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.

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### 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.

There will be a £250 fine and loss of 3 championship point (even if this results in minus score) for any driver who fails to attend the mandatory drivers' briefing.

### 2.3 Qualification Practice

2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify MOTORSPORT UK regulations Q4.5.

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

The grid positions for Race 2 will be derived from the order of the classified finishers list of Race 1. The first six finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. 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.

Grid positions for Race 3 will be determined from the second fastest lap recorded by that driver during the official qualifying session.

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

2.3.4 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 MOTORSPORT UK Circuit Licence for that venue. All Reserves will replace withdrawn or retired entries in Reserve number order in accordance with 3.1.4

2.3.5 Grid order for drivers practising out of session will follow Blue Book regulation [Q 4.5].

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

2.3.6 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.

2.3.7 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.

2.3.8 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.

### 2.4 Races

The standard minimum scheduled distance shall be 12 miles but should any race distance be disrupted the Clerk

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of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4 above applies), it shall still count as a full points scoring round.

### 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.

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 1 x 1 formation subject to the track licence.

2.5.2 The start will be via a Standing start.

In certain circumstances after leaving the assembly area the formation lap may be the Green Flag lap, this will be confirmed at drivers briefing.

The minimum countdown procedures/audible warning sequence shall be:

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

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and 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.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MOTORSPORT UK 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.

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

### 2.6 Race Stops

2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

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

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

2.6.3 **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 MOTORSPORT UK 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**

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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 MOTORSPORT UK 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 Pit Lane Safety

#### 2.7.1 Pits & Paddock

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

#### 2.7.2 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.

#### 2.7.3 Refuelling

May only be carried out in accordance with the MOTORSPORT UK Regulations [Q 13], Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/Meeting.

#### 2.7.4 Speed Limit

Pit lane speed limited 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/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. (MOTORSPORT UK regulation (D) 26.3)

### 2.10 Timing Modules

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

The setting and servicing of these items must only be carried out by properly authorised MOTORSPORT UK 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 Safety Car

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2.12.1 The Safety car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MOTORSPORT UK General Regulations.

### 2.13 Onboard Cameras

All cars competing in the Volkswagen Group Racing Cup 2019 must provide and carry an on-board camera at all times during official Qualifying sessions and the Races. The camera must be a standalone Go-Pro unit of the HD type recording to memory card in 1080 lines High Definition format. The camera must be correctly orientated such that when viewed on PC or TV the video is the correct way up (Inverted video is not permitted).

The judicial camera footage must be in the form of video files of minimum duration approx 20 minutes and no larger than 2Gb maximum size whichever occurs sooner. The camera must not be configured to short video segments.

The camera and card must be permanently marked with the car number. The camera must be additional to any onboard integrated datalogging and video system installed. The onus is on the entrant to ensure that their Camera is switched on and recording for all Official Qualifying and Races. This must not be done before five minutes prior to the car leaving the collecting area for Official Qualifying and each Race and must be switched off immediately the car is released from Parc Ferme. Should a car be retired to the Pits or Paddock during Qualifying or Races the Judicial Camera must remain on.

The judicial camera will be located in a suitable position on the ROPS adjacent to and within 600mm of the driver's shoulder. The footage must clearly show a clear and uninterrupted view through the windscreen, the steering wheel, drivers hands and drivers feet

It is the drivers responsibility to ensure prior to official qualifying all previous camera footage is deleted. All footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship organising team or Clerk of the Course immediately upon request.

Drivers failing to operate their cameras and provide the required footage in accordance with these regulations will be subject to penalties up to and including disqualification.

Any driver who wishes the Clerk of the Course to review any on track incidents must obtain an Incident Report Form from the Championship Co-ordinator, complete and return this form along with their Judicial Camera directly to the Championship Co-ordinator.

Judicial cameras must be installed in accordance with MOTORSPORT UK J5.21

## 3. SPECIFIC CHAMPIONSHIP REGULATIONS

### 3.1 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.

## 4 CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MOTORSPORT UK 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 MOTORSPORT UK Regulation [C 3.3].

#### 4.1.2 Arising from post race Scrutineering or Judicial Action

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

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

### 4.2. Additional Specific Championship Penalties

#### 4.2.1 Single Qualifying Session, Single Race

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

#### Multiple Qualifying/Multiple Race

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

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

The offence is;

Reckless or dangerous driving in the course of a meeting. (see MOTORSPORT UK 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 MOTORSPORT UK Regulation Q12.6.

#### 4.2.2 Grid Position Penalties

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

- (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

#### 4.2.3 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 MOTORSPORT UK action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

## Volkswagen Group Racing Cup 2019 Sporting and Technical Regulations

- 4.2.4 In order to emphasise the importance of driving standards in the championship, licence penalty points awarded against a competitor in accordance with MOTORSPORT UK Regulation [C 2.1.5] will be reflected in that competitors' championship points total as follows:

Upon receiving a Motorsport UK Licence Penalty point, each Penalty Point relating to the Volkswagen Racing Cup 2019 will then result in a deduction of 3 Championship Points from that driver's Championship score even if this results in a negative score.

## 5 TECHNICAL REGULATIONS

### 5.1 Introduction

- 5.1.1 These technical regulations published by Volkswagen Group Racing Cup and MSVR are for The Volkswagen Group Racing Cup 2019 and cover all eligible Volkswagen Group vehicles. The Volkswagen Group is defined as the Volkswagen, Audi, Seat and Skoda brands only. Unless specifically permitted otherwise Seat Sport and TCR components are prohibited

- 5.1.2 In order to equalise performance between models and classes Volkswagen Group Racing Cup 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 MOTORSPORT UK approval. All such statements will be issued in a bulletin to the MOTORSPORT UK 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 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 Group Racing Cup is only open to watercooled Volkswagen Group vehicles which comply with these technical regulations and have been issued with a Volkswagen Group Racing Cup Logbook. (see 5.2.6). Volkswagen Group is defined as models produced under the Volkswagen, Audi, Seat and Skoda Brands

Pursuant to MOTORSPORT UK Regulation [J 5.20.6] 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 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 Group. 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 Group Racing Cup. 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.

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

Engine type and configuration and drivetrain configuration must remain as originally specified by Volkswagen for the exact model declared.

Where original cylinder heads and/or blocks are no longer available, it is permitted to replace these components with those from a later year car so long as that component is visually and dimensionally identical to the original.

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 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. The maximum engine capacity is 2.0 litres

No four wheel drive cars are permitted.

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 All cars must use the rear suspension configuration that was originally fitted by Volkswagen to that body type, and for that drivetrain and comply with Regulation 5.8 (k). For the avoidance of doubt, A4 Mk4 Golf-platform cars may only use the twist-beam rear axle as fitted to the front wheel derivatives, and not the multilink rear from 4 wheel drive cars on that platform.
- 5.2.3 All vehicles invited to compete in the Volkswagen Racing Cup 2019 will be issued with a Volkswagen Group Racing Cup Technical Registration Form which must be completed prior to the first event. 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 When specific terminology in these regulations makes reference to Volkswagen, it will be understood to read as the Volkswagen Group and the specified marque within the group.
- 5.2.5 Examination of Vehicles**
- 5.2.5.1 The Eligibility 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.
- 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.

## Volkswagen Group Racing Cup 2019 Sporting and Technical Regulations

5.2.5.6 Competitors will be personally and solely responsible for ensuring that their cars comply with their Volkswagen Group Racing Cup 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.

The Championship reserves the right throughout the season to undertake further detailed analysis of any electronic devices used by competitors and any other related material in order to ensure that these contain no elements capable of use in a manner which may breach any of the Regulations. The competitor will supply on demand all electronic devices, source codes, programmes, machine codes and all or any material and equipment necessary to ensure full and proper checking and analysis to the Eligibility Scrutineer in order for such scrutiny to take place by a recognised analyst. Failure to permit or facilitate inspection of any electronic devices will render the vehicle ineligible under championship regulations.

### 5.2.5.8 **Performance Monitoring Device**

It is mandatory that all cars in the 2019 Volkswagen Group Racing Cup are fitted with the approved performance monitoring device so as to monitor Engine and Car performance.

5.2.5.8.1 No significant recorded data values, for example but not limited to intake manifold pressure, fuel pressure, boost pressure or ignition spark advance may be higher than those same parameter fields recorded during the pre-season and or at any subsequent official championship power tests at the championship rolling road.

5.2.5.8.2 The approved performance monitoring device is the AIM Technology SOLO 2 DL with direct CAN Datalogging as a minimum. Drivers may upgrade this device to the AIM Technology Dash package should they wish.. The device must be ordered direct from AIM Technology for the VW Cup and will be configured and sealed by AIM Technology prior to dispatch. Drivers and teams who already have installed suitable equipment meeting the minimum specification must return the unit to AIM Technology UK for configuration and sealing prior to use. The performance monitoring device must be purchased by the competitor and must be fully operational at all times during the competition and during official power tests.

5.2.5.8.3 This must be fitted according to the manufacturer's instructions. Vehicles using diagnostic data interface (pre MQB chassis) must be wired to the CAN Databus as per AIM Technology instructions.

5.2.5.9 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 MOTORSPORT UK.

### 5.2.6 **Vehicle Eligibility – Volkswagen Racing Logbook**

Any car which is entered into any round of the Volkswagen Group Racing Cup 2019 must have been issued with a

## Volkswagen Group Racing Cup 2019 Sporting and Technical Regulations

Volkswagen Group Racing Cup 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 Group Racing Cup Logbook will be as follows:

1. Any car eligible under these regulations that has been entered into a Volkswagen Racing Cup race in 2012, 2013, 2014, 2015, 2016, 2017 or 2018
2. Any car eligible under these regulations never previously entered provided it is of a type less than ten years old on 1st January 2019. 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 Cup

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

5.2.6.2 The Logbook will record details of the car, scrutineering notes, reference pictures taken by the Eligibility Scrutineer, and record power test details. All Logbooks will be held by Volkswagen Group Racing Cup or the Eligibility 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 Group Racing Cup 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 the current MOTORSPORT UK Yearbook Section K as relevant, [K1] Safety criteria, and sections [K 2.1.2]-[K 2.1.3], [K 3.1.2.(a)], [K 5.3.1], [K10], [K 11], [K 12], [K 13], [K 14].
- 5.3.2 Throughout the practice, qualifying or race drivers must wear an approved helmet and balaclava, together with FIA approved overalls, gloves, underwear, socks and boots.
- 5.3.3 A Fire Extinguisher in accordance with MOTORSPORT UK Regulation [Q 19.14.7]/[K3.1.2 (a)] must be fitted, plumbed in system only, to a minimum of 4 litres except for vehicles first competing in or prior to 2018 when 2.25 litres is permitted until 2021. The extinguisher must be serviced in accordance with manufacturers recommendations and the FIA requirements. It must carry a validated and current manufacturers service label at all times.
- 5.3.4 Competitors are advised that-Frontal Head Restraint (FHR) devices are mandatory.
- 5.3.5 Fitment of a multipoint welded in cage is permitted and strongly recommended. This can be linked into suspension mountings as per MOTORSPORT UK 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.
- It is permitted to remove and replace areas of contoured interior body panels along with sections of the transmission tunnel with flat plating. Such modification may only be carried out on the driver's side of the car centre-line. This is permitted wholly and exclusively to give adequate driver/seat clearance from the ROPS and provide a strong, flat and safe location to weld seat rails. Secondary functions, particularly for packaging or weight distribution advantages are not permitted. The driver when normally seated must remain wholly to one side of the vehicle.
- 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 (MOTORSPORT UK Regulation [J 5.20.8]). 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 of ferrous metal construction only must be fitted for each of the bonnet and boot lids. The original locking mechanisms must be rendered inoperative or removed.  
For the avoidance of doubt lightweight bonnet pin using Aluminium or Aluminium alloy pins are not permitted.
- 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 or 8862/2009 standard minimum) with five (5) passages for the safety harness straps and must not be modified. Competitors must ensure the seat is within the time limit of use from the date of manufacture in accordance with the appropriate standard.  
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 mandatory.  
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.
- 5.3.1 A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage

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0 points homologated by the FIA is compulsory. MOTORSPORT UK Regulation [Q 19.14.2].

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 MOTORSPORT UK yearbook [J 5] and [Q 19] to [Q 19.16] apply; these regulations may also apply further restrictions.

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).

#### 5.4.7 Towing Eyes

All Cars must, 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.

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.

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Fabric Straps are not permitted.

### 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. Minimum bodywork apertures in the rear inner wheel arches are permitted in order to facilitate adjustment of suspension components and/or packaging of damper units only.

5.5.3 It is permitted to fit cut outs for front driveshafts in chassis legs.

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.

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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 With the exception of the inner door trim panels 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 door inner trim panels must be either retained, or replaced by 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. MOTORSPORT UK 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.

5.6.7 The steering wheel is free, but it must be closed. 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.

5.6.1 Central door locking system must be rendered inoperative and the wiring loom removed from the doors.  
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### 5.6.1 Exterior

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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 2019 Championship as outlined in 6.2. Windscreen strip must remain in the colour supplied by Volkswagen Group Racing Cup for 2019.

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

2

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- 5.6.1 Only the original apertures in the bodywork may be used for the passage of cooling air.  
3
- 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.
- 5.6.1 The standard bonnet and boot/tailgate catches must be removed and replaced with safety units, which can be opened  
4 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.
- 5.6.1 External fire extinguisher and electrical cut out switches are mandatory, and marked as per MOTORSPORT UK  
5 regulations. Minimum bodywork apertures are permitted for this purpose.
- 5.6.1 It is permitted to bend inwards (but not outwards) the metal edges of the wheel arches. It is also permitted to roll or  
6 remove the inner return of each wheelarch. However this must not change the profile of the wheelarch when viewed from the side. The only exception to this is when the full Volkswagen Group Racing- Cup approved bodykit is fitted, where it is permitted to enlarge the original rear wheel apertures in compliance with the specific Bodykit fitting instructions as 5.6.22.
- 5.6.1 Exterior decorative trim parts may be removed provided that all fixing holes are neatly filled and painted to vehicle  
7 colour. All parts which follow the other contours of the bodywork and that measure less than 25mm high are considered as trim items.
- 5.6.1 The front grille must look as per standard unit and must be fitted with the original unmodified Volkswagen Group badge  
8 fitted in its original location and retain the original finish. The grille assembly may be modified to increase airflow to the engine compartment but must retain the original appearance.
- 5.6.1 All production under-body and under-engine protection must be removed. It is not permitted to fit any under-  
9 body/under-engine protection other than fuel tank skid plate and a drive-belt guard no larger than that fitted as original.
- 5.6.2 The windscreen wiper system is free in location and method of operation, providing that it is fully operational at all  
0 times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.
- 5.6.2 Ground clearance: The minimum ground clearance at all times during the race meeting must not be less than 65mm  
1 for any part of the vehicle. 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.
- 5.6.2 It is important to the presentation of the Championship and the visual link to Volkswagen's Group road models that all  
2 cars must use the full factory-fitted bodykit as supplied by Volkswagen Group or for that model and derivative. For the purposes of these regulations, a bodykit is defined as being the front and rear bumpers, rear spoiler, side skirts and grille components where these differ from a base-model car of that type. All elements of the bodykit for that derivative must be fitted.

A Volkswagen Group Racing-Cup approved bodykit must be fitted to Golf 5, 6 and Golf 7, (Golf 7 post facelift models only). All components of this bodykit must be used and fitted in accordance with the instructions. It is not permitted

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to fit selected elements of the bodykit only. It is permitted to enlarge the original rear wheel apertures in compliance with the specific Bodykit fitting instructions.

All Beetle cars may only use either the complete and genuine Volkswagen Racing 12-part bodykit, as supplied by Volkswagen Group 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.

It is permitted to fit a front splitter which must be neatly finished and must not protrude outside the plan periphery of the vehicle.

Scirocco models must use a Scirocco front bumper including main and lower grilles. Rear bumper and side skirts may be from any Scirocco model.

A Volkswagen Racing-supplied rear wing for Scirocco and Golf must be fitted in accordance with the instructions from Volkswagen Racing. Models other than a Golf and Scirocco must be fitted with a Volkswagen Group Racing Cup approved rear wing.

All models regardless of engine type must use the full factory-fitted Volkswagen Group bodykit including main and lower front grilles and exhaust tailpipe configuration.

Volkswagen Group OEM bodykit elements that are not genuine Volkswagen Group parts may be only be substituted with approved and licenced parts from Volkswagen Racing Cup UK approved suppliers only,. Parts sourced from unapproved suppliers are expressly prohibited. These parts are identical in external appearance to the original Volkswagen part. Volkswagen Racing Group bodykit parts must be original and unmodified. Volkswagen Racing Cup and Maximum Motorsport Ltd licence and retain all intellectual property rights to all Volkswagen Racing Cup parts.

5.6.2 It is permitted to update a vehicle to its later facelifted variant as long as the facelift variant shares the same Volkswagen Group model code, for example early 1K and 9N models may be updated to the later specification. It is not permitted to fit panels that do not belong to the model of vehicle, although they may fit without modification.

5.6.2 All elements of the bodyshell's unibody construction and all body panels attached to it must be of ferrous material or as approved by Volkswagen Group Racing Cup or original manufacturer's material for that component. For bolt-on panels to the bodyshell, mounting method is free provided they are fully secure.

5.6.2 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.

5.6.2 Minimum openings in the bodywork to house any air jack hose connections and external fuel fillers as defined in regulation 5.15 are authorized.

5.6.2 The cars must have two external rear-view mirrors, one on the left hand side and one on the right hand side.

7 Their external shape and location must be that of an original Volkswagen Group 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 Group Racing Cup 2019 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. See Appendix T5.

On accepting entry to the Volkswagen Group Racing Cup 2019 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 Eligibility Scrutineer or the rolling road operators are unhappy with the condition of the vehicle they may decline to test unless rectification is carried out.

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

Neither Volkswagen Group Racing Cup, its agents nor the rolling road operators can or will be held responsible for any failures howsoever caused.

The designated rolling road is:  
Speed Ministry Ltd  
Unit 1-5, Mallory Park Circuit,  
Kirkby Mallory,  
Leicester LE9 7QE

0116 2165112

- 5.7.1.1 Engine power will be measured on the dynamometer at the nominated and designated rolling road to Maximum Motorsport Ltd's instructions. These can be found in Appendix T4.

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 eligibility 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 Group Racing Cup 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 temperature sensor fitted to the above dynamometer (5.7.1.1) and a correction applied to the result according to DIN 70020.

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 Engine and ancillaries as required, will be sealed by an Eligibility Scrutineer on all cars following Rolling Road testing.

- 5.7.1.4 ECU data may be checked and recorded. A copy of this will be kept by the series Eligibility Scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.

- 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 MOTORSPORT UK Regulation [J 3.1.6]).

- 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 MOTORSPORT UK Regulation [J 3.1.6]).

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. This must be completed prior to qualifying. 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. All vehicles participating under a self-declaration form must carry a 40kg weight penalty. The car will be sealed by Eligibility Scrutineers at this point.

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.

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

### 5.7.1. Engine location

7

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. Permitted Modifications - All engine types

8

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 design is free downstream of the cylinder head for naturally aspirated engines, and free downstream of the turbocharger exhaust exit flange for turbo engines provided that MOTORSPORT UK noise levels measured in conformity with MOTORSPORT UK noise-measuring methods, are not exceeded.

All petrol engine vehicles from model year 2000 onwards as defined from the chassis number must be fitted with an effective catalytic converter as per MOTORSPORT UK Regulation [J 5.6.17].

The exhaust system for all cars must be supplied by Milltek Sport for the Volkswagen Group Racing Cup.

The exhaust exits must match the number and location of the exhaust tips of any derivative of the production model, and use the rear bumper exhaust cut outs. Exhaust systems on all other cars may exit either at the rear of the vehicle or at the side of the vehicle, providing that it exits 50% or more to rear, but rearward of the drivers seat, measured at wheel base, and on opposite side from fuel filler intake, as per MOTORSPORT UK regulation J5.16. Variable exhaust systems are prohibited.

### 5.7.2 Forced Induction Engines

(1.8 turbo, 2.0 Turbo, 1.9 TDI & TDI PD, 2.0 16V TDI PD, 2.0 CR TDi, 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. 2.0 CR TDi engine originally fitted with hollow built up camshafts may replace these with a VW Racing Cup approved solid camshaft.
- 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.

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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. The only permitted air intake system is the Volkswagen Racing UK air intake system no other makes or brands are permitted. The intake system and its filter must be complete, unmodified and as supplied by Volkswagen Racing UK. It must be fitted in accordance with Volkswagen Racing UK specifications.

No other make or types of intake systems are permitted.

- h A single air to air Intercooler may be fitted. This may be any Volkswagen Group, Volkswagen Racing, Racingline or series production item, providing it is not water-cooled unless that particular model and engine type was supplied by Volkswagen with a liquid cooled intercooler. 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.

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

Compression ratio is free.

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

- i Exhaust manifold, and turbochargers 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.

Turbochargers as fitted by Volkswagen to that engine series must be used. Petrol powered vehicles using the EA113 TFSI series engines series (AXX, BWA, CDL for example) must use K03 (not K03S) turbocharger.

Vehicles using the EA888 engine including valve lift variants (CJXx series) must use the original and unmodified IHI Turbocharger manifold assembly.

Diesel powered engines must use a Garrett VT turbocharger. 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.

- j Exhaust system beyond turbo must be supplied by Milltek Sport for the Volkswagen Group Racing Cup

- k 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.

- l 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

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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 MOTORSPORT UK 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.

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.

### 5.7.3 ECUs

5.7.3.1 ECUs must not be capable of performing traction control functions irrespective of whether the standard item has that functionality. Any commercially available launch control system is permitted.

5.7.3.2 All cars must use a Volkswagen Group ECU using only Volkswagen Group Racing Cup approved software on which no aspect of the hardware or software may be changed.

5.7.3.3 ECUs 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.

5.7.3.5 All Volkswagen Group ECUs must be fitted with a VAS compatible 16 pin plug to enable direct access to control units. This must remain functional and connected at all times.

5.7.3.6 The ECU may be sealed. This seal must not be broken without the authorisation of the Series Eligibility Scrutineer.

5.7.3.7 Traction control systems:

- 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 front and/or one rear wheel may be used.
- 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.

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- 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

### 5.7.6 Fuel Delivery System

- a The fuel injectors are free but the number must remain as per the original specification as listed on EKTA or equivalent technical data system
- 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. Seat Sport TCR parts are not permitted
- 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. Seat Sport TCR parts are not permitted
- 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.
- 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. Front and rear track width may not exceed . This limit may be altered by official bulletin to all registered competitors giving 7 days notice.
- i Front and rear bump stops are free provided they are made of rubber or plastic. Any bolt or fixing used in

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the suspension may be changed for a higher specification item.

- j Front and 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 twist 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  
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. 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.
- m The front subframe may be seam welded and the addition of material is permitted for repair purposes provided that the suspension mounting points and the mounting locations of the subframe remain unchanged from standard. No 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 bodyshell side and on the suspension side.

### 5.9 Transmission

- a The gearbox must be any production Volkswagen Group type listed on the Volkswagen Group ETKA parts system, provided it has the same method of operation as originally offered on that vehicle platform by Volkswagen Group.  
  
The DSG Gearbox module software may use software approved by Volkswagen Racing Cup.
- b The gearbox casing must remain as originally supplied by Volkswagen Group. Gearbox casings may be strengthened by the addition of material.
- c The inside of the original housing is free.
- d The gear kit and ratios are free.
- e It is permitted to fit a mechanical limited slip differential, in the original differential housing.
- f Final drive ratio is free.
- 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

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passage of any new gearshift control are authorised only if they are not at variance with other points of these regulations.

Only cars fitted as a standard option with DSG gearbox may use this type of gearbox system.

- 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 may only use standard unmodified, or Volkswagen Group Racing Cup approved upgrade parts.

### 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 Group 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 MOTORSPORT UK 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 rear rain light to the lower centre of the rear screen.

### 5.11 Brakes

- a Brake discs and callipers are free. The brake discs must be made from ferrous metallic material, unless pre-approved by the organisers.

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The following non ferrous brake kit parts numbers, from Volkswagen Racing UK (Racingline) are approved and permitted for use in the Volkswagen Group Racing Cup:

VWR680000C - VWR Carbon Brake Kit Rotors (discs)  
VWR6500BOBC - VWR Carbon Brake Kit fitting kit x1 (352mm kit)

For 2020 a control Volkswagen Racing Cup brake kit will be introduced.

- b Brake pads must be those supplied by Questmead for VW Cup.
- 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 within the driving compartment 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 ABS control unit may be retained but the ABS modulator must be isolated from the hydraulic braking circuits.
- j The brake servo is free.
- k Modifications to the bodyshell 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 MOTORSPORT UK Regulation J5.7 and regulation 5.6.7.
- b The steering rack must be a Volkswagen Group component. The power steering system is free or may be removed.  
  
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.

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- g Maximum permitted wheel width is 9 inches internally between tyre mounting beads, i.e. only wheels up to 9J are permitted and must be a Team Dynamics ProRace 1.2 or Volkswagen Racing supplied / approved wheel.

### 5.13 Tyres

- a The mandatory controlled tyre specification Hankook C5x slick tyres and Hankook W5x Wet tyres as specified in Appendix T3 supplied by the championship technical partner.

Maximum of six new slick tyres are permitted on the front axle for qualifying and both races at double header meetings. For safety reasons an additional two new slick front tyres be permitted in the event that the championship technical partner considers that wear levels and track conditions dictate. This will be published by official bulletin from championship organisers.

A new tyre is defined as a tyre not ever having being used before and supplied by the championship technical partner.

A used tyre is defined as a tyre that has been supplied by the championship technical partner on which clearly detectable wear to the tread surface has occurred.

- b All tyres must be originally purchased from the championship technical partner.
- 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 monitoring or regulation systems are prohibited.
- f Hankook C5x slick tyres are supplied with a registered bar code, it is solely the Entrant/Drivers responsibility to ensure that the bar codes on the tyre nomination form are the registration bar codes of those tyres fitted to the front axle of the car. It is not permitted to use any front tyres whose bar codes are not listed on the tyre nomination sheet.

Each Entrant/Driver must record on the Tyre Nomination Form the serial numbers and the bar code numbers of the six (six at triple header meetings) nominated slick front tyres. The Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Race centre before the first qualifying session. The onus is on the Entrant/Driver to ensure that the completed Tyre Nomination Form is deposited with the Race centre before the first qualifying session.

During an Event, checks will be made by the Championship eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form.

In the event of damage to a nominated slick front tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Championship Eligibility Scrutineer. The tyre record form will be updated accordingly.

It is not permitted to mix wet and dry weather tyres on the vehicle.

### 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 as defined by MOTORSPORT UK Regulation J5.15.
- 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

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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. The use of any liquid as ballast is not permitted.

- d A system of success ballast will be used; see appendix T2 for details of how penalties are to be controlled.
- e The minimum weight (base weight) of individual cars may be subject to review at any time during the currency of the 2019 Championship by Volkswagen Group Racing Cup who may implement a variation by way of a Bulletin issued by the Co-ordinator.

### 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 MOTORSPORT UK 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 ROPS. 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 MOTORSPORT UK 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.

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**

The only fuel permitted is the control fuel, Sunoco R SUR (99RON, 88MON, 1.8% oxygen) supplied by Anglo American Oil Company for the Volkswagen Racing Cup. Fuel must be pre ordered 7 days in advance and will be delivered trackside directly by the supplier.

This fuel only must be used during engine power testing

Fuel testing will be undertaken after qualifying and races by the fuel supplier for comparison testing purposes in accordance with MOTORSPORT UK regulations.

Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided MOTORSPORT UK conformant fuel sampling pot (provided by Anglo American Oil Company). This equipment must be available in parc ferme directly after qualifying and races.

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At the end of practice / qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check

e **Fuel - Diesel engine vehicles**

Only white diesel pump fuel as defined by MOTORSPORT UK 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.

### 5.16 Silencing

- a As per MOTORSPORT UK regulation [J 5.17] and [J 5.18]. 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 MOTORSPORT UK 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 in full during all practice, qualifying and races.

Car and Driver must meet the requirements of livery during all practice, qualifying and races. No vehicle or driver overalls will carry any form of sponsorship or advertising which conflicts in any way with Volkswagen Racing Cup or its Championship Technical Partners or sponsors.

For example no other tyre manufacturer branding may appear on any vehicle or drivers overall other than that Hankook.

The sponsors decals which each vehicle and driver must carry must be fitted as per the Championship Bulletin.. All decals must be displayed in the prescribed location and orientation.

- 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 defined by the organisers.

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

## Appendix T1

### 1. Minimum Weights and Power Including Driver

See Section 5.7.1

Power output as per designated rolling road		
Power in BHP, up to & including:		Minimum Weight in Kilograms:
310		1355
300		1320
290		1285
280		1250
270		1225
260		1200
250		1180

1.1 The minimum weight (base weight) of individual cars may be subject to review at any time during the currency of the 2019 Championship by Volkswagen Group Racing Cup who may implement a variation by way of an Official Bulletin issued by the Co-ordinator.

Any car using a straight cut, dog engagement gearbox will have a 20kg increase from the minimum weight.

Any car using a DSG gearbox will have a 20kg decrease from the minimum weight.

Vehicles fitted with the EA888 engine and valve lift control will have a 20kg increase from the minimum weight limit.

Vehicles that are fitted with rear beam axle suspension will have their minimum weight reduced by 70kg from the appropriate minimum weight.

## 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. For the purpose of ballast calculations, all top six finishers will be counted whether Registered or Guest drivers, based on the finishing order published by the official timekeepers for each of those Races prior to any judicial action in respect of any Sporting or Technical issue.

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. Success ballast must be in the form of a solid material only.

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 <sup>st</sup>	60kgs
2 <sup>nd</sup>	48Kgs
3 <sup>rd</sup>	32Kgs
4 <sup>th</sup>	24kgs

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5 <sup>th</sup>	16kgs
6 <sup>th</sup>	8Kgs

### 1.3 Example of how success ballast will be enforced:

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 1250 Kgs that car and driver combination minimum weight is 1310 Kgs at the end of the next race.

Any ballast must be fitted in accordance with the current MOTORSPORT UK Yearbook regulation J5.15.

These penalties will be imposed on the first six finishers after each race.

### 1.4 Losing Success Ballast

Success ballast will be reset after each race. Any success ballast applied after Race 1 must be carried for Race 2. Success Ballast applied following Race 2 at a championship round must be carried for that both the qualifying session and Race 1 at the next Round of the Championship.

The addition of correct success ballast is the responsibility of the driver. The championship will publish a master Success Ballast table after each round of the championship.

### 1.5 Guest Driver Ballast

Guest Drivers (1.4.3) must carry 60Kg of success ballast the entire race meeting in which they compete. The only exception to this is for novice drivers, carrying a novice cross, who may, at the Championship Organisers discretion, run with zero ballast.

All ballast figures apply on top of the minimum weight of the car as defined in Appendix T1.

Vehicles that are fitted with rear beam axle suspension will have their minimum weight reduced by 40kg from the appropriate minimum weight.

## Appendix T3

### Tyres

#### 1 The mandatory controlled specification tyre for all conditions are as follows:

Hankook Ventus F200 Slick C52  
Hankook Ventus Z207 Wet W5x

## Appendix T4

### Pre-Season and Scheduled Championship Power Test Procedure

#### Note:

The procedure in T4 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

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under championship regulations.

- 1 Dates and locations 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. This is at the discretion of the dyno operator.

All cars must have the performance monitoring device fitted and fully operational at all championship power tests (5.2.5.8.4). If it is not fully operational to the satisfaction of the scrutineer or designated official / appointed representative the car may be rejected by the scrutineers as not being acceptable for power test.

- 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 MOTORSPORT UK/MSC.

### 6.1 Race Organising Club and Contacts

MotorSport Vision Racing      MSVR  
 MotorSport Vision Centre Brands Hatch, Fawkham, Longfield, Kent, DA3 8NG  
 Tel: 01732 780100

6.1.2 Championship Manager      Tel : 07976 432053  
**Stewart Lines**      Email : [stewart@maximumgroup.net](mailto:stewart@maximumgroup.net)

Championship Coordinator      nicki@maximumgroup.net  
**Nicki Lines**      07939 718048

MOTORSPORT UK Eligibility      12 Cedar Close  
 Scrutineer      Lancing  
**Ian Billett**      West Sussex, BN15 8PY  
 Tel 07342 286755  
 Email [ibillett@aol.com](mailto:ibillett@aol.com)

Media & Marketing      Stu Lane  
    [stu@stulane.com](mailto:stu@stulane.com)  
    07850 095 958  
    Office: 01323 808 788

Championship rolling road      Speed Ministry Ltd  
    Unit 1-5, Mallory Park Circuit,  
    Kirkby Mallory,  
    Leicester LE9 7QE  
  
    0116 2165112

Tyre Supplier      Mr Tyre Motorsport Limited  
    Unit 1 Apex Centre  
    Lovell  
    Tamworth  
    B797TA  
    01827 211021  
    Email: [dan@mrtymotorsport.co.uk](mailto:dan@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 2019 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. Penalty for breach of this agreement may result in exclusion from the championship. This also extends to any social media.

6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle, overalls or overt team collateral carry any form of sponsorship or advertising which conflicts in any way

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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 screen strip 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, Maximum Motorsport Ltd and the sponsors of the 2019 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 Group Racing Cup' (unless a change is notified by official bulletin) 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 Maximum Motorsport Ltd in the promotion of the Championship and in particular, the television coverage. All competitors and their teams are obliged to assist Maximum Motorsports Ltd'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 for competitors not using the official Championship race suit, drivers must have the supplied sponsor cloth badges sewn neatly in the positions indicated as shown in appendix C1 and to the MOTORSPORT UK regulation. These will be the only brands of their type permitted to be displayed on the 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.
- 6.2.10 Hospitality is not permitted in the circuit or paddock areas without prior agreement from Maximum Motorsport Ltd. Please be aware that the rights for the provision of hospitality in the paddock at race circuits belongs to the circuit owners and or championship promoters. There will be a site fee for hospitality of up to £1500 per event. In all cases the size of the structure to be confirmed to Maximum Motorsport Ltd for paddock layout planning.  
Race catering is allowed for the use of drivers & team members only.

## Appendix C1

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Race Suits – positioning of supplied sponsor cloth badges.

No other tyre or car manufacturer brands are permitted.

**Logos and locations to be notified by separate Championship Bulletin.**