

2018 CLASSIC VW CUP
TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Classic VW Cup is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

MSA Series Permit No.: RS2018 / 020
Race Status: Clubman
MSA Series Grade: Grade D

1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon
1.2.2 Series Eligibility Scrutineer: John Wardle
1.2.3 Series Stewards: Pat Blakeney
Dennis Carter
Dale Wells
Guy Woodward

Any three of the Series Stewards may sit to reach a decision. In accordance with (G) 2.7, Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations. Under (G) 2.7.1, Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series 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). Under (W) 2.2.1, the Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series 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.

1.2.4 Series Clerk of the Course: Not Applicable
1.2.5 Series Drivers Representative: Ken Lark

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants must:
- (a) be current members of the BARC and the VW Cup and
 - (b) be Registered for the Series and
 - (c) be in possession of a valid MSA Entrants Licences.
- 1.3.2 Drivers and Entrant/Drivers must:
- (a) be current racing members of the BARC and the VW Cup and
 - (b) be Registered for the Series and
 - (c) be in possession of valid Competition (Racing) National B Status Licence, as a minimum or
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)
 - (e) If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

- 1.4.1 All competitors must register for the Series by returning the Registration Form to the Co-ordinator prior to the closing date for entries for the first round being entered. If your membership is approved, you will then be asked to pay your registration fee and this must be paid in full prior to entering your first race meeting.
- 1.4.2 There will be a Registration Fee as stipulated on the VW Cup website.
- 1.4.3 Registration numbers issued will be the permanent Competition numbers for the Series season.

1.5 SERIES EVENTS:

The Series is scheduled to be contested over six (6) Meetings as follows: -

<u>Events:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club</u>
1 & 2	April 14/15	Rockingham	BARC
3 & 4	May 12/13	Brands Hatch	BARC
5 & 6	June 9/10	Pembrey	BARC
7 & 8	August 18	Snetterton 300	BARC
9 & 10	Sept 8/9	Cadwell Park	BARC
11 & 12	October 20	Oulton Park	BARC

1.6 SCORING:

1.6.1 VW Cup: -

- a. Series points will be based upon the following:
- b. Your finishing position has no bearing on the series points.
- c. The points will be picked out of a hat so they will be awarded at random. Each ball will be numbered from 1 to 32 (or the maximum number of grid spots allowed by the circuit), and will be based upon the number of drivers entered for that meeting (i.e. 24 cars equates to balls numbered 1 to 24)
- d. The driver finishing first in race one will get the "first pick from the hat" to get their points for race 1
- e. The driver finishing last in race two will then get "first pick from the hat" to get their points for race 2
- f. If you don't finish the race, you will still be awarded points and this will be done on a count back basis (i.e. how far you got in the race etc)
- g. The ball you pick from the hat will equate to the number of points you get for that race, so ball 1 equals one point, ball 23 equals 23 points etc,
- h. The lowest points for the season wins the series overall
- i. If you are registered for the series, but are unable to attend a meeting, you will still be awarded points from the first race you actually enter and for each meeting thereafter, but they will be equivalent to the highest number awarded to the driver from each race meeting (i.e. if 24 cars race, then you will be awarded 24 points).
- j. Penalty points may be added if you turn up in an RV/Motorhome any bigger than a van, and a point's reduction will be granted if you stay at the circuit in a tent. If you stay in a hotel, that deserves a penalty too!
- k. If you help another driver out during the meeting, the committee have the discretion to award a "points deduction" for the meeting which will count towards your overall Series score, so it gives you an incentive to help your fellow drivers.
- l. The finishing order in race 1 will dictate the starting order for race 2, albeit we may have a "reverse grid". The reverse grid will be decided on the day by the committee and will be based upon the performance of the cars.

1.7 AWARDS:

- 1.7.1 All awards are to be provided by the VW Cup
- 1.7.2 Per Event: - A garland will be presented to the winner of each race

- 1.7.3 Presentations: -
Awards will be presented at the end of each Event and/or at the end of the Series at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.
- 1.7.4 Entertainment Tax Liability: -
Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women 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 and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any 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 the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
For further information, contact:
HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514726488 Fax: 01514726483.
- 1.7.5 Title to all Trophies:
If Provisional Results or Series Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct 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.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D 25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

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

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

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q) 5.4) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be: -

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions.
IV. 5 Seconds	The grid is complete
V. The red lights will be switched five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.	

- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact

2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG

2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Start line and red flags will be displayed at the 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

2.7 PITS, PADDOCK& PITLANE SAFETY:

2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

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 all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence

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

2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane
- VI. place their car into the Parc Fermé where it must remain until released by the Series Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineer's after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

There is no provision for Qualification races to be run.

2.12 OPERATION OF SAFETY CAR:

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

2.13 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC SERIES REGULATIONS:

3.1.1 Where it is planned to hold two Series races, there shall be only one qualifying session scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement

3.1.2 The standard minimum scheduled distance shall be 20 minutes where a single race is planned and where two races are planned they will be of 15 minutes each, whenever practicable. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.

3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.

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

3.1.5 A "lap record" shall only be recognised when it is "made" or "Broken" in an official race, not in testing or qualification.

4. PENALTIES:

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: - The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: - The provisions of MSA Regulations: C3.5.1(a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1(c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the MSA

4.3 Additional specific Series penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races,

4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores

4.3.4 Any competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Series points, a fine to a maximum of £10,000 or exclusion from part or all of the Series.

4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Series decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.

CLASSIC VW CUP

5 TECHNICAL

5.1. Introduction:

- a. The following technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it, you should adopt the principal that you cannot.
- b. Anything that is not explicitly authorised in writing by the Championship Technical Committee and anything that is not specified either in these regulations or in any Official Championship Bulletin is therefore strictly forbidden and thus will be regarded as a breach of these Technical Regulations and may be penalised as described in section 4. It should be clearly understood that technical regulations will be strictly enforced and any modification, addition, variation, tuning or removal other than specifically permitted in these regulations is prohibited.
- c. Regulations that have changed in substance from the 2017 PRE-2003 CLASSIC VW CUP Technical Regulations are normally indicated by being highlighted in yellow.
- d. CLASSIC VW CUP may be referred to in these regulations as CVWC.

5.1.1 Technical Queries:

Any matter affecting Technical Regulations must be put in writing to the Championship Eligibility Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings.

5.2 General Description:

- a. The CLASSIC VW CUP is for Competitors participating in 'hatchbacks', saloons, estates, coupes and van's (subject to MSA Bluebook compliance) from any of the following V.A.G. companies: - Volkswagen, Audi, SEAT, Skoda & Porsche.
- b. Vehicles from the Motorsport divisions of V.A.G. i.e. Seat Sport, Volkswagen Racing etc. are excluded unless specifically allowed in these regulations.
- b. All cars are subject to approval of eligibility by the Championship Organizers.
- c. Vehicles must be based on a floor pan which was in serial production before 2003.
- d. Cars based on a floor pan which was in serial production after 2003 may be eligible subject to the Championship Organisers approval.
- e. There is no requirement for MOT, road tax or insurance.

5.2.1 Unless specifically permitted in these regulations, all components must be to original specification.

5.2.2 Eligibility:

- a. All cars are subject to approval of their eligibility by the Championship Organisers.
- b. The responsibility to prove eligibility is that of the Competitor at all times. For clarification of a Competitor refer to the Current MSA Yearbook Section (B) Nomenclature & Definitions.
- c. Proof of a vehicles' eligibility may be required to be substantiated by production of documents, where issued, for the vehicle and these must be available for inspection when required.
- d. Where no such paperwork is available, the Competitor must produce written confirmation from the Championship Organisers as to the eligibility of the vehicle model in question.
- e. The Championship Organisers in conjunction with a Licensed Eligibility Scrutineer shall determine matters as to the eligibility and the implementation which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.
- f. All competitors must have the maximum power of their car measured on a rolling road. Spot checks will take place during the year via a mobile dyno.
- g. Any competitor unable to provide proof of performance as detailed above, may only run in the Invitation Class.
- h. When vehicles are running in "One Make" spec. a reference set of regulations will be held by the series scrutineers for said vehicles.

5.2.3 Class Structure:

5.2.3.1 Cars will compete in **three** classes based on power to weight ratio including driver and engine size.

5.2.3.1.2 Class A: -

- i. Modified 1800cc Turbo cars e.g. Mk1 Seat Leon Cupra Cars
- ii. Modified Naturally aspirated cars with engines up to 3200cc V6 engines
- iii. Max. power to weight ratio is 193 BHP (at wheels) / ton for Turbocharged cars
- iv. Max. power to weight ratio is 210 BHP (at wheels) / ton for Naturally aspirated cars up to 3200cc
- v. "One make" MK5 Golf GTI spec vehicles (with a std base weight of 1300kg/DSG Gearboxes are not permitted)

5.2.3.1.3 Class B: -

- i. Less modified cars e.g., Road going race cars, **VENTO Challenge spec cars (complying to our Class B Regulations where applicable)**
- ii. Throttle bodies are permitted on Normal Aspirated engines
- iii. Max. power to weight ratio is **148 BHP** (at wheels) / ton for Turbocharged cars
- iv. Max. power to weight ratio is 165 BHP (at wheels) / ton for Naturally aspirated cars.
- v. **Engines in Class B can run engines from newer models, subject to approval. This must be applied for upon entering the championship**

5.2.3.1.4 Class C: -

- i. "One make" MK 2 Golf GTI Spec vehicles

5.2.3.2 Mandatory compliance with the Mk2 Golf GTI/MK5 Golf GTI regulations (for the series they would run in) if they also race in that Championship.

5.2.3.3 The maximum power to weight ratio is calculated BEFORE any weight penalties due, performance enhancements as listed in Technical Regulation Section 5.15 Vehicle Weight.

5.2.3.4 Should the performance of any car or type of car appear to differ from the Technical Regulations, the organisers reserve the right to restrict cars by any means it sees fit.

5.2.3.5 Guest Competitors

- a. Competitors with Vehicles not complying with these regulations may be invited to compete subject to Championship Organisers approval.
- b. Vehicles that, whilst not strictly adhering to the regulations, have been prepared sympathetically to the spirit of the championship and with Championship Organisers approval, may be invited to race under observation.
- c. Competitors wishing to race as guests must submit a written specification of their vehicle, to the Co-ordinator. It must detail all areas where the vehicle does not comply with these regulations. This specification shall be made available to the eligibility scrutineers for pre and post event checks.
- d. Guest vehicles will be invited by the Championship Organisers on a race by race and individual vehicle basis. The vehicle must not deviate from the specification submitted, unless such changes are approved by the Championship Organisers. Any approval may be withdrawn at any time by the Championship Organisers.
- e. Guest competitors will not be eligible for: -
 - i. Podium recognition.
 - ii. Championship awards / trophies.
 - ii. Championship points.

5.2.4 Presentation:

- a. At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.
- b. Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for that event.

5.2.5 Technical Checking:

- a. The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. The costs of such checking shall be borne by the CVWC but the CVWC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the current MSA Yearbook.
- b. Any breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course.
- c. A car found to be ineligible for the championship must race only in the invitation class and no points will be scored until the vehicle conforms to the regulations.
- d. Any component sealed by an MSA Licensed Scrutineer must remain sealed and may not be tampered with in any way. In the event of a seal needing to be broken for repair or replacement, prior to doing so the Championship Eligibility Scrutineer must be informed in writing and approve the seal being broken. Re-sealing by an MSA Licenced Scrutineer will take place after technical checks have been made at the next race meeting.
- e. If a vehicle/component is sealed for subsequent technical examination the Championship Eligibility Scrutineer, within the applicable time limit, will state to the Competitor/Competitor that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Championship Eligibility Scrutineer, it will be considered as ineligible and will be reported as such to the Clerk of the Course for the application of penalties laid down under MSA Regulations and these Championship Regulations.
- f. Data Logger: -
 - i. It is recommended (but not compulsory) that all vehicles are fitted with a DL1 type data logger during all official qualifying sessions and races.
 - ii. The Championship organiser reserve the right to fit a DL1 type data logger (provided by the Championship Organisers) to any vehicle not fitted with a logger. This will be used to monitor the vehicles performance.
 - iii. The Data card from any logger may be interrogated by the Championship Eligibility Scrutineer or his appointed representative at any time during post qualification or race scrutineering in Parc Fermé.
 - iv. The data from the logger will be analysed and will be used to check vehicles actual performance against the declared performance values as stated in the vehicles Technical Passport.
- g. Judicial Camera: -
 - i. All cars must carry an on-board, suitably mounted, front facing Judicial camera during all official qualifying sessions and races.
 - ii. It is the Competitors responsibility to supply and fit the Judicial camera as detailed in 5.2.5.g.
 - iii. **Recommended** judicial cameras for use within the Championship are as follows: • Go Pro HD Hero • Go Pro HD Hero 2 • Go Pro HD Hero 3 White Edition • Go Pro HD Hero 3 Silver Edition • Go Pro HD Hero 3 Black Edition.
 - iv. The above cameras must be used in conjunction with the **appropriate** roll cage mount.
 - v. The onus is on the competitor to ensure the Judicial cameras is switched on a maximum of three minutes prior to leaving the assembly area. The camera must then be switched off, and have the data cards collected by a CWVC representative in the Parc Fermé after the session has been completed. It is the competitor's responsibility to ensure that the data card has been collected before the car has left Parc Fermé. If in the event of a car not being recovered to Parc Fermé the camera must be left running until a CVWC representative has been to collect the data card.
 - vi. The Judicial camera must be switched on and recording for all official qualifying sessions and races. Failure to have the camera switched on, or there is no footage at post qualification or race scrutineering for analysis at post qualification or race scrutineering in Parc Fermé, may result in a report to the Clerk of the Course.
- h. All details contained requested within the Registration form must be submitted by the Competitor at the time of registration for the Championship. A Registration will not be accepted without submission of the relevant details.

This includes: -

 - i. BHP at wheels. (A copy of the rolling road paperwork must be submitted).
 - ii. Total Weight including driver and weight penalties incurred through modifications.

- 5.2.6 Cars built for one make championships are eligible under these regulations. However, an equivalent road going model e.g. Seat Leon Cupra 4 for Leon Cup Cars, Beetle RSi in the case of Beetle Cup Cars and Seat Toledo 1.8T for Toledo Cupra R will be used to determine the standard specification.
- 5.3 **Safety Requirements:**
- 5.3.1 All Current MSA Yearbook, **Section K**, Competitor Safety Criteria Regulations, apply as relevant unless stated herein.
- 5.3.2 **Safety Roll-Over Structures:-(K 1 to K1.8) applies**
- a. All vehicles must be fitted with a safety roll-over structure as defined in the current MSA Yearbook - **Section K**
 - b. Interior fittings, trim and bodywork may be locally modified to allow fitting of the safety roll-over structure and any door bars.
 - c. Cars running non-steel doors must be fitted with double door bars on the driver's side, either crossed or parallel.
- 5.3.3 **Fire Extinguisher: (K3 to K3.5 applies)**
- a. All vehicles must be equipped with a fire extinguisher. Current MSA Yearbook Regulation Q 19.14.7 applies
 - b. The fire extinguisher must not be disarmed in any Parc Fermé area without the specific permission of the Championship Eligibility Scrutineer. Any Competitor that is found with a disarmed fire extinguisher in Parc Fermé for whatever reason will be penalised.
 - c. The following information must be clearly displayed on each fire extinguisher:
 - ii) Type of extinguishant.
 - iii) Weight or volume of extinguishant.
 - d. It is recommended that the following information is clearly displayed on each fire extinguisher:
 - i) Capacity
 - ii) Service date of extinguisher. It is recommended that it must be less than 2 years since the filling date or the last service date.
 - e. During Events all extinguisher systems must be in the 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
 - f. The external triggering point must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge in accordance with Current MSA Yearbook Regulation **(K)3.2.2**
- 5.3.4 **Main External Circuit Breaker:**
- a. A Main External Circuit Breaker in compliance with the current MSA Yearbook Section (K) 8. is mandatory.
 - b. The switch location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm. and the 'On' and 'Off' positions clearly marked.
 - c. The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc.
 - d. When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
 - f. The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting, preferably on the driver's side or below the rear window.
 - g. On cars of Periods A to F (pre-1977) the triggering system may be mounted approximately vertically below the line of the scuttle on the driver's side.
- 5.3.5 **Lights:**
- Lights detailed in Championship Regulations 5.10.5 must be in working order throughout the entire Event.
- 5.3.6 **Seat and Seat Mounting: (K 2.2. applies)**
- a. The Seat and Seat Mounting shall comply with the Current MSA Yearbook Regulation (K) 2.2 and (K) 2.3
 - b. It is recommended that the Driver's seat is a racing seat with a current FIA homologation.
 - c. Additional seat padding is permitted to a maximum of 50mm. Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855-1999.
 - d. The seat mountings shall be appropriate to the seat fitted (and complying with FIA Article 253.16) must be used.

5.3.7 **Seat Belts:** (K 2.1. applies)

- a. Mandatory use of seat belts. Current MSA Yearbook Regulation Q19.14.2 applies.
- b. Where Vehicles constructed in Periods A to E have seat belts fitted, the seat belts must comply with Championship Regulation 5.3.7 c. to 5.3.7 g. inclusive.
- c. The Driver's seat belts must have a current FIA homologation.
- d. It is mandatory to use seat belts, with a minimum 'four point' configuration. Complying with the current MSA Yearbook Regulation (K) 2.1.2.
- e. Seat belts must be correctly adjusted at all times during events: (Two shoulder straps and one lap strap, with four anchorage points on the chassis/body shell or roll over bar of the vehicle).
- f. It is permitted to use an FIA approved Frontal Head Restraint (FHR). If an FHR device is used the seat belts and helmet must be appropriate to the FHR device in use and Competitors are responsible for this complying with the Current MSA Yearbook regulation **(K) 10.4.**

5.3.8 **Race Clothing:** (K9.1 and K9.3 applies)

- a. Competitors are strongly advised to wear flame resistant, socks, underwear and balaclava.
- b. Flame resistant gloves and shoes are mandatory. Current MSA Yearbook Regulation Q10.1.(c) applies.
- c. Competitors overalls must be clean and maintained to a reasonable standard.
- d. Patches should be affixed to overalls (with thread that is flame resistant and non-melting) in instructed locations.

5.3.9 **Crash Helmet:**

Crash helmets must comply with the requirements of Current MSA Yearbook (K 10.1 to K10.4 applies).

5.3.10 **FHR:**

Mandatory for all forms of circuit racing except for period defined vehicles (pre-1977), which will remain as a recommendation. Current MSA Yearbook **(Q) 10.1.e.** applies).

5.4 **General Technical Requirements and Exceptions:**

- a. All vehicles must comply with MSA General Technical Regulations and the relevant parts of Sections J & Q of the Current MSA Yearbook except where specified below.
- b. No component may be substituted which serves to alter the shape or size of the body shell and/or panels themselves or increases the capacity of the engine beyond that which is permitted within these Technical Regulations. Full details of optional equipment must be submitted to the CVWC for possible inclusion on a vehicle by vehicle basis prior to that item of equipment being fitted.
- c. Fixing components such as nuts, screws, washers, lock washers; spring washers, etc. are free and may be upgraded.
- d. It is permitted to repair faulty threads using Keen Inserts/ Helicoils. Where thread inserts are utilised the original thread diameter and pitch must be respected.
- e. Within these Technical Regulations the word "standard" , "original" or "pattern Part" used as a description of components is to be interpreted as: "The specified component from the V.A.G. companies:- Volkswagen, Audi, SEAT, Skoda & Porsche factory or the manufacturers parts list for the model or engine shown on the entry form or registration form .
- h. No modifications are permitted beyond the repair or adjustment processes specified by the factory or the manufacturer". Eligibility checking will be by comparison to spare parts supplied by the manufacturer's official agent.
- i. "Free" as referred to in these Technical Regulations shall mean be interpreted as "within the limitations imposed by the MSA Yearbook 2016 Regulations".
- j. Advertising on vehicles is subject to requirements set out in Current MSA Yearbook Regulation **H29.1.2 & H29.1.3.**
- k. All vehicles must be of sound construction and mechanical condition and be well maintained.
- l. Competitors registering do so in the full knowledge that CVWC reserves the right to require the Eligibility Scrutineer to carry out, record and enforce eligibility checks which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the CVWC but the CVWC shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out.

5.5 **Chassis:**

- a. The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness & contour except as allowed in Championship Regulations 5.5 c. to 5.5 e.
- b. Lightening or reducing of chassis, or chassis member strength, is prohibited.

- c. A front strut brace may be bolted or welded to the top of the front turrets.
- d. 4-wheel drive chassis cannot be converted to 2-wheel drive.
- e. Mk1 SEAT Leon Cup specification cars are permitted to use multi-link rear suspension, (Using this type of suspension will incur a weight penalty).
- f. **Class A: -**
 - i. Seam welding is permitted, and extensions to the roll cage are permitted through the front bulkhead, but may not extend past the upper suspension point.
 - ii. Unused brackets may be removed.
 - iii. Spare wheel well may be removed.
- g. **Class B: -**
 - i. No chassis stiffening is permitted except that derived from the fitting of the roll cage using only the six or eight mounting feet inside the car, and a 3mm thick plate welded to the chassis to which the cage is mounted in accordance with Current MSA Yearbook Regulation K 1.3.2.
 - ii. Seam welding is permitted.
 - iii. Strengthening of mounting points and changes in component material of the body shell or panels is prohibited.
 - iv. The only exception to Regulation 5.5.g iii is cars built to the original Polo G40/**VENTO Challenge** regulations. These may have seam welded shells and are allowed a 'B' pillar transverse roll cage tube which is welded to the centre of the floor. **VENTO Challenge cars can have the Rollcage extended to the Front struts as per original build.**
- h. Towing eyes / straps must be a contrasting colour to the surrounding area (usually either Day-Glo red or yellow) and must respect the requirements of Current MSA Yearbook Regulation (**Q19.1.3**).
- i. In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

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

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

5.6 **Bodywork and dimensions:**

5.6.1. **General:**

- a. The exterior of the car must be immediately recognisable as the model being raced.
- b. It is only permitted to make holes in panels for the passage of cables, fuel, water, oil, hydraulic, instrument or fire extinguisher lines.
- c. All redundant holes must be covered with a non-flammable material.

5.6.1.1 **Interior:**

- a. All interior trim may be removed.
- b. Drivers' seat may be replaced.
- c. Passenger and rear seats may be removed.
- d. If the original inner door trim panels are removed, the inside of the door must be neatly covered with sheet aluminium or some other suitable non-flammable material.
- e. The drivers' door window must remain operable by the driver whilst normally seated or, if plastic windows are fitted, they must contain an aperture that enables the driver to make hand signals and must comply with Current MSA Yearbook Regulation J5.20.8.
- f. Instruments may be changed or added to.
- g. An interior rear view mirror must be fitted to the left of the driver (or to the right in the case of LHD).
- h. An adequate means of de-misting the windows must be provided.

5.6.1.2 **Exterior:**

- a. Fog, spot or driving lights, sidelights, indicators and Inner headlights on vehicles fitted with dual headlights (4 light system) may be removed as may any manufacturers 'knock out' panels below front bumpers for the fitting of auxiliary lights and the apertures may be used for cooling.

- b. Wheel arches may have the reverse edge rolled back for tyre clearance.
- c. A small wheel arch extension 'spat' of no more than 1" in width may be attached to the front wings to allow the use of wider wheels.
- d. It is not permitted to use a front plastic windscreen.
- e. Any replacement body panels must be of original shape and material, but bolt on panels may be replaced with fibreglass or composite material alternatives of the same dimensions. Composite roof panels are allowed, but subject to CVWC approval. This request must be made when you register for the championship and is subject to the correct ROPS being fitted.
- f. Additional arch kits, produced from fibreglass or composite material may be allowed, ONLY WHEN explicitly authorised in writing by the Championship Organisers.
- g. **Class A: -**
 - i. It is permitted to modify Inner wings for tyre/driveshaft clearance.
 - ii. It is permitted to shorten wheel arches back to the first swage line or by a maximum of 20mm if there is no visible swage line.
 - iii. Shortened arches must either be folded back or welded to the inner arch in order to avoid producing sharp edges; there must be no sharp edges.
 - iv. Side and rear Window material is free but must comply with current MSA regulations.
 - v. If plastic windows are used the driver's window must remain fully functional or contain an aperture for the purpose of hand signals.
 - vi. Front splitters may be fitted provided that Technical Regulation 5.6.3 (Ground Clearance) is respected.
 - vii. All VW Beetles may use the standard Beetle RSi Body kit and Toledo Cupra R the original fibreglass or composite material rear arches.
 - viii. The use of non-standard rear wings is permitted provided they do not alter the Silhouette when the car is viewed from the front.
 - xi. Group 2 or Berg cup arches are permitted on Mk1 Siroccos' and Golfs'.

5.6.2 Silhouette:

- a. **Class A: -**
Only modifications to the standard silhouette as detailed in 5.6.1.2 are permitted
- b. **Class B and C: -**
No alterations to the standard silhouette are permitted.

5.6.3 Ground clearance:

- a. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 40mm above the ground.
- b. Will be measured with the Driver on board (wearing his complete racing apparel),
- c. Will be measured with the vehicle and driver, including minimum Weight Ballast where applicable in the condition in which they cross the Finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.
- d. the vehicle may be stationery or moving during any testing.
- e. Ride height will be measured on any reasonably flat surface as deemed by the Championship Eligibility Scrutineer or his nominated representative. In the event of any discrepancy the circuit designated flat patch will be used to make any final judgement.

5.7 ENGINE

5.7.1 General:

The CLASSIC VW CUP regulations are based on power to weight ratio.

- a. All internal engine components are free.
- b. Engine choice is free, but must be from the Volkswagen, Audi, SEAT, Skoda & Porsche passenger car range only.
- c. Dry sump systems are NOT permitted.

5.7.2 Cylinder Block:

- a. Cylinder blocks are free if Championship Regulation 5.7.2 c. is respected.
- b. It is permitted to remove metal from the cylinder block.
- c. The cylinder block must be based on a standard production block from the Volkswagen, Audi, SEAT and Skoda passenger car range only.

5.7.3 Cylinder head:

- a. Cylinder heads are free if Championship Regulation 5.7.3 c. is respected.
- b. The replacement or modification of all mechanical components is permitted.
- c. The cylinder head must be based on a standard production block from the Volkswagen, Audi, SEAT, Skoda & Porsche passenger car range only and not sourced from an “aftermarket” supplier.
- d. It is permissible to fit cylinder heads with 4-valves per cylinder to engines which were originally 2-valves per cylinder.

5.7.4 Location:

- a. The engine location, locating points and mounting method must remain as specified and supplied by the manufacturer for the particular model entered in the championship, except as detailed in 5.7.4.c.
- b. It is permitted to replace mounting bushes with uprated or solid material.
- c. It is permitted to modify the engine mountings in **Class A**, providing the engine location remains as specified and supplied by the manufacturer for the particular model entered in the championship.

5.7.5 Oil / Water Cooling:

- a. The oil/water cooling systems are free if Championship Regulation 5.7.5 b. to 5.7.5 d. inclusive are respected.
- b. Radiators are free but must remain in their original location.
- c. The fitting of additional water radiators is permitted provided they are located within the periphery of the bodywork.
- d. The fitting of additional oil coolers is permitted provided they are located within the periphery of the bodywork.
- e. Modification of the cooling system is permitted to facilitate the installation of items detailed in Championship Regulation 5.7.5 b. to 5.7.5 d. Inclusive.

5.7.6 Induction Systems:

- a. Induction systems are free if Championship Regulation 5.7.6 b. to 5.7.6 i. inclusive are respected.
- b. Fuel Injection/Carburetion is ‘free’ in all Classes as long as power to weight as specified in Regulation 5.2.3.1 is met.
- c. **Class A:** - Petrol engine vehicles may use any standard Turbocharger/Exhaust Manifold as fitted to any engine of that type, i.e. K03 may be replaced by K04 on 1.8T engines.
- d. **Class B:** - Petrol engine vehicles must use the standard fitment Turbocharger or the engine code of the engine. **This will be determined by the VW Group parts and workshop manual systems.**
- e. **Class A:** -Diesel engine vehicles may use any turbocharger subject to written Championship Committee approval.
- f. **Class B:** - PD engine vehicles must use the standard Turbocharger/Exhaust Manifold as fitted to any of the 8valve PD engines.
- g. 16valve Diesel cars must use standard Turbocharger/Exhaust Manifold as fitted to any of the 16valve diesel engines.

5.7.7 Ignition:

- a. The ignition systems are free.

5.7.8 Fuel Delivery Systems

- a. The Fuel pump and number of pumps is free subject to compliance with Current MSA Yearbook requirements.
- b. It is permitted to modify the fuel system to allow for the installation of an alternative fuel pump. See Technical Regulation 5.7.8.a.

5.7.9 Exhaust Systems:

- a. Exhaust manifolds and systems are free if Championship Regulations 5.7.9 b. to 5.7.9 d. inclusive are respected.
- b. Side exit exhausts are permitted but must exit behind the midpoint of the wheel base.
- c. It is prohibited to pass any part of the exhaust system through the driver compartment.
- d. All cars must conform to the current MSA requirements as detailed in the Current MSA Yearbook J5.16

5.8 Suspension:

5.8.1 General:

- a. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork (Current MSA Yearbook Regulation J 5.5.2).
- b. No modifications are permitted to suspension pick up points.
- c. No material is to be added or removed, or deformation to wishbones, uprights or hubs, other than those detailed in 5.8, and for the fitment of spherical bearings.

5.8.2 Suspension Components:

- a. Suspension bushes are free including the use of spherical bearings.

5.8.3 Wishbones:

- a. Wishbones, uprights and hubs must remain standard for the model being raced, other than where detailed in 5.8.3.b to 5.8.3.j inclusive.
- b. It is permitted to seam weld wishbones.
- c. To avoid the risk of bottom ball joint 'necking', bottom ball joints may be bolted to the top of the wishbone rather than sandwiched inside the wishbone provided a spacer is used inside the arm similar to those fitted by VW Motorsport to VW Vento Challenge cars.
- d. Cars with front wishbones that only have a single inner mounting point may replace the front wishbones for ones with dual inner mounting points, provided the axis of the pivot is within 20mm of the standard inner pivot point, and fabricate mountings to suit. These wishbones must be the same length as standard +/- 10mm.
- e. **Class A** cars are permitted to use non-standard lower front wishbones and/or front uprights, subject to the associated weight penalty listed in Technical Regulation 5.14
- f. **Class B** cars are permitted to use uprated lower wishbone bushes, but NOT "Rose joint" type bushes.
- g. **Class B** cars are permitted to use solid rubber bushes, or bushes of an equivalent material.
- h. **Class B** cars are not permitted to have "rose joint" type bushes in any suspension joints, except front top bearing suspension mountings.
- i. **Class B** Mk1 Golf based chassis cars only, are permitted to use an uprated lower wishbone ball joint. The standard ball joint may be replaced with an approved pin and rose joint assembly. The standard 17mm dia. ball joint may be replaced with a 19mm dia. unit as used in a Mk. 2 Golf.

5.8.4 Springs:

- a. Suspension springs are free provided that they utilise the standard pick-up points on the chassis.
- b. Spring platforms may be adjustable.

5.8.5 Shock Absorbers:

- a. Shock Absorbers are free provided that they utilise the standard mounting / fixing points on the chassis.
- b. A telescopic damper may be converted to a coil-over damper and the redundant coil spring removed.
- c. Offset and/or adjustable suspension upper strut mounts are permitted provided that they utilise the standard mounting points on the body shell, original locating cones may be removed to facilitate fitment (if fitted).

5.8.6 Anti roll bars:

- a. Non-standard Anti-Roll bars are allowed.
- b. Anti-Roll bars must not be adjustable from within the driver compartment.

5.9. Transmissions:

- a. **Class A:** -
 - i. Gearbox is free providing that Championship Regulations 5.9.a. ii too vi. are respected.
 - ii. The transmission configuration must remain standard for the vehicle in question i.e. front engine & front wheel drive.
 - iii. The engine and transmission must remain in the same position relative to each other as the manufacturer's original specification.
 - iv. DOG type gearboxes are permitted. (Using this type of gearbox will incur a weight penalty).
 - v. It is permitted to modify standard drive shafts.
 - vi. Non-standard gearbox casings are only permitted subject to written Championship Committee approval.

- b. **Class B: -**
 - i. Any standard gearbox from the Volkswagen Audi Group parts list may be used providing that Championship Regulations 5.9.b. ii and iii. are respected.
 - ii. The transmission configuration must remain standard for the vehicle in question i.e. front engine & front wheel drive.
 - iii.. The engine and transmission must remain in the same position relative to each other as the manufacturer's original specification.
 - iv. It is permitted to use a LSD **Subject to 5.14.7c.ii**, and/or non-standard final drive ratio, (Using this type of final drive will incur a weight penalty).
 - v. May only use standard Volkswagen Audi Group parts.
 - vi. May only have the standard **number** of ratios as the same production road car.
 - vii. Drive shafts and hubs may be from any variation of the model of car being raced.
- c. 4-wheel drive cars are prohibited.
- d. The use of Volkswagen Motorsport Gear sets/kits are permitted, providing the ratios correspond with the ones detailed in FIA homologation papers for that gearbox. (Using this type of Gear sets/kits will incur a weight penalty).
- e. No more than 6 forward gears are permitted.

5.9.1 **Traction / Launch Control**

Any form of traction / launch control is prohibited.

5.10 **Electrics:**

5.10.1 Electrical equipment is free if Championship Regulation 5.10.2. to 5.10.5. inclusive are respected.

5.10.2 **Vehicle Onboard Starter:**

Engines are to be started at all times by the Vehicle Onboard Starter except that the use of an external portable slave battery is permitted to aid start up only in the paddock, assembly area, pit lane and on the grid.

5.10.3 **Battery:**

- a. The battery and starter motor must be capable of performing a number of repetitive starts.
- b. The battery makes and type is free within Current MSA Yearbook Regulations, (J) 5.14.1 to (J) 5.14.7 applies.
- c. The Battery position and orientation is free within Current MSA Yearbook Regulations, (J) 5.14.1 to (J) 5.14.7 applies.

5.10.4 **Charging Circuit:**

The Charging Circuit must be connected and operational all times whilst the Engine is running.

5.10.5 **Lights:**

- a. All cars must be fitted with the following: -
 - i) A minimum of two forward facing main headlights.
 - ii) A minimum of two rear facing red tail lights.
 - iii) A minimum of two rear facing red brake lights.
 - iv) A rear facing red high intensity fog light (or two where two are fitted as standard equipment by the vehicle manufacturer in question) Current MSA Yearbook, Section (K) 5. applies.
- b. Lights detailed in Championship Regulation 5.10.5 a. iii) must be operated only by the brake pedal and without a delay.
- c. Lights detailed in Championship Regulation 5.10.5a. iv) must not be operated by the brake pedal.
- d. It is not permitted to tint or paint the front or rear lighting units.
- e. All lights detailed in Regulation 5.10.5 a. must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.
- f. Front lights must be protected in accordance with Current MSA Yearbook Regulation Q19.14.4.
- g. The inner headlights on 4-headlamp models may be removed and replaced with mesh.

5.10.6 An operative front windscreen wiper must be fitted and in full working order throughout the entire Event. Current MSA Yearbook, Regulation (Q) 19.15.3. Applies.

5.11 Brakes:

- a. Brake systems are free if Championship Regulation 5.11 b. to 5.11 g. inclusive are respected.
- b. Carbon disks are prohibited.
- c. ABS systems are prohibited.
- d. **Class A** cars are permitted to utilise a brake bias adjuster which may be available for adjustment adjustable by the driver.
- e. After market proportioning valves may be used.
- f. **Class B** - Brake disc diameter must be within 130% of the original standard fitment for the vehicle.
- g. **Class B** - Only standard callipers maybe used from the same vehicle chassis range. **Subject to 5.14.7 f**
- h. Forward facing fog lights mounted in, or under, the front bumper may be removed. Internal bodywork or trim behind the original fog light locations may be modified solely to allow the fitment of ducting from the original fog light locations to the front brake discs. The ducting shall be for the sole purpose of cooling brakes or removing dust. If beneath the car respects the requirements of Championship Regulation 5.6.5

5.12 Wheels / Steering / Tyres:

5.12.1 Wheels:

- a. Road wheel material is free.
- b. Split rims are not permitted.
- c. Road wheels must be fastened to their hubs by the original number of studs/bolts.

5.12.2 Wheel width:

Maximum permitted wheel rim widths are: -

- a. **Class A**
The rim suitable for a tyre of maximum width 245section.
- b. **Class B** 7.0"

5.12.7 Steering:

- a. Steering wheel type is free providing Current MSA Yearbook Regulation (J) 5.7.1.and 5.7.2.is respected.
- b. Steering columns are free.
- c. Steering rack must be the standard type for the model being raced
- d. Gear ratio is free and either PAS or manual type may be used.
- e. All PAS pumps, pipe work and bracketry may be removed.
- f. If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. Current MSA Yearbook Regulation Q 19.6 applies.

5.13 Tyres:

- a. It is only permitted to use tyres as detailed in Regulations 5.13 b. to 5.13 l. inclusive.
A control tyre will be introduced during the season. A run out period will be in place before the control tyre will become mandatory. A championship bulletin will be issued in January 2018 regarding time scale.
- b. **Class A**
 - i. Any Road Tyre from Current MSA Yearbook Regulation L(4) List 1A, **L(5) List 1B and L(6) List 1C.**
 - ii. Maximum permitted tyre width is 245 section.
 - iii. Wet tyres (not on list 1b) must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft super soft or qualifying compounds are not permitted.
- c. **Class A, B & C**
Vehicles may use: -
 - i. **Any tyre listed in Current MSA Yearbook Regulation L(4) List 1A, L(5) List 1B and L(6) List 1C.**
 - ii. Any full race wet tyre.
 - iii. Wet tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft super soft or qualifying compounds are not permitted.
- d. No modification to tread pattern or tread depth by cutting is allowed.
- e. Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.
- f. The tyre specification when new must be as supplied by the manufacturer.
- g. Tyre buffing is prohibited.
- h. The use of any heating / heat retention devices, tyre treatments and compounds is prohibited.
- i. It shall be the sole responsibility of the Drivers/Entrants to judge whether the track is wet enough to justify the use of wet weather tyres.

- j. The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather tyres.
- k. Wet tyres may not be used in conjunction with dry tyres.
- l. Pressure regulation valves are prohibited. Current MSA Yearbook Regulation, ((J) 5.9.4. applies)
- m. Slick tyres are not permitted for the 2018 season

5.14 Vehicle Weight

5.14.1 General:

- a. The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights excluding any success ballast, at the completion of every qualifying session and race must be in accordance with Championship Regulation 5.14.2 regardless of laps completed.
- b. It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during qualifying session or race.
- c. If a Car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.

5.14.2 Minimum weight:

- a. The minimum weight is “in the condition in which the vehicle and the Competitor (wearing his complete racing apparel, scrutineered Race Suit, boots, gloves and helmet) including minimum Weight Ballast where applicable, (see Championship Regulation 5.14.4 crosses the finish line or at any other time during qualifying or race and without the addition or removal of any solid or fluid matter”. For the purpose of the Regulation, qualifying or race is deemed to include any transfer to a place of post event scrutiny as directed by an official.
- b. The minimum Car/Driver weights for each class, at the completion of every qualifying session and race must be in accordance with the following: -
Minimum Weight = power to weight calculated value + weight penalties incurred through modifications
 - i. Minimum weight will be determined by the power output of the vehicle and will be calculated by the organisers and notified to the competitor.
 - ii. The calculated minimum weight will be subject to additional weight penalties for any further modifications in accordance with Appendix B.

5.15.3 Minimum weight checks:

During a Meeting, checks will be made by the Championship Eligibility / Safety Scrutineer or his appointed representative to ensure compliance with minimum weight regulations. Non-compliance at any time during the Event may be the subject of a report to the Clerk of the Course.

5.14.2 Ballast: Current MSA Yearbook Regulation (section (j) 5.15 applies)

- a. Ballast required as success ballast or as a performance equalisation measure must only be added inside the car on the front and/or rear passenger foot well.
- b. It is the competitor’s responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- c. Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq. mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of Scrutineers wire seals.
- d. The total weight of “success ballast” carried must be declared, in writing to the Championship Eligibility Scrutineer and/or his appointed representative and be in position, at all times during practice and racing.
- e. It is permitted to locate ballast within a ballast box.
- f. The ballast box attachment to the shell/chassis must respect MSA Yearbook 2017 requirements.
- g. All ballast securing methods (Bolts or Box) must include provision for the fitting of scrutineer’s wire seals.
- h. The Maximum ballast allowed is 150kg total.

5.14.5 Success Ballast:

- a. Any vehicle may be required to carry success ballast as a performance equalisation measure. Such success ballast will be specified by the Technical Committee based upon the performance of the car in competition.
- b. The Technical Committee reserves the right to review the weight handicaps at any time during the Championship.
- c. Competitors will be informed by official bulletin of the amount of weight they must carry.

- d. The maximum success ballast allocated shall be 150kg.
- e. Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.

5.14.6 **Minimum weight ballast:**

- a. It is permitted to carry ballast to achieve minimum weight.

5.14.7 **Additional weight penalty**

- a. The following additional weight penalties will be applied regardless of whether the components were a standard fitment or not:
- b. The Championship Organisers reserve the right to amend the weight penalties, addition or reduction, at any time during the Championship.
- c. **Transmission**
 - i. Use of dog type gear engagement. – Additional weight penalty of 20kg.
 - ii. Use of a non-standard differential (LSD, ATB etc. etc.)
This is applicable for Class B ONLY - Additional weight penalty of 50kg.
 - iii. Use of non-VAG Gears or Gear Sets (Including Final Drive) – Additional weight penalty of 15kg.
 - iv. Use of aftermarket sequential gear selection on a "H" pattern gearbox (SQS type)
Additional weight penalty of 30kg.
- d. **Suspension**
 - i. Non-standard front uprights (including Seat Sport ones as fitted to Leon Cup Cars) – Additional weight penalty of 50kg.
 - ii. Use of multi-link rear / Modified beam suspension (Only permitted where fitted as standard) – Additional weight penalty of 40kg.
 - ii. Wide front track via non-standard bottom ball joints and/or non-standard lower arms – Additional weight penalty of 50kg.
 - iv. Increase in rear track from standard dimensions – Additional weight penalty of 10kg per 0.5inch.
- e. **Wheels**
 - i. **Class A** – Wheels over 8 inches wide – Additional weight penalty of 25kg for each 0.5 inch over 8 inch (i.e. 9” rims incur a 50kg penalty)
 - ii. **Class A** – Wheels under 8 inches wide (25kg deducted for each 0.5 inch under inch (i.e.7” rims incur a 50kg reduction in target weight)
- f. **Brakes**
 - i. **Class B** - Use of non-standard brakes – Additional weight penalty of 30kg.
- g. **Induction**
 - i. **Class B** – Vehicles using forced induction will be required to carry an additional weight penalty of 22kg. This additional weight shall be carried regardless of base weight/ actual weight/Class weight/Weight Penalties.

5.14.8 Compliance with Regulation 5.14 will be checked prior to removal of fuel samples.

5.15 **Fuel Tank/Fuel:**

5.15.1 **Types:**

- a. Fuel tank construction is “free” subject to compliance with Current MSA Yearbook Requirements.
- b. “Standard” fuel tanks may be retained. Additional baffles and/or filling with safety foam is permitted.
- c. Racing type safety fuel cell may be used. Current MSA Yearbook Regulation (K)4 applies.

5.15.2 **Location:**

Fuel tank/cell may be located anywhere to the rear of the driver’s seat, subject to compliance with Current MSA Yearbook Requirements.

5.15.3 **Fuel:**

- a. Only ‘Pump’ fuel as defined in section (B) Nomenclature & Definitions of the Current MSA Yearbook is allowed.
- b. An MSA approved additive is permitted.
- c. It is not permitted to use any “Octane Booster” additives.

- d. The introduction of any other media into the engine is prohibited.
- e. Refuelling is not permitted during qualifying, on the starting grid or during a race.
- f. In all cases an audit trail for all fuel purchased must be demonstrable.


5.16 **Silencing:**

Silencers are free. Silencing must comply with Current MSA Yearbook Regulation J5.17 & J5.18.

5.17 **Numbers and Championship Decals:**

5.17.1 Positions:

- a. Race numbers must be displayed in accordance with Current MSA Yearbook Regulation Q.11: Q11.4.1.
- b. The numbers for each rear side window, which shall be;
 - (i) A minimum of 200mm high
 - (ii) With a stroke width of at least 20mm
 - (iii) Coloured reflective yellow.
- c. The windscreen of all cars must display the competition number accordance with MSA Yearbook 2017 Regulation Q.11.4.2. , positioned on the upper area of the passenger’s side of the windscreen, as follows;
 - (i) The numerals must be at least 150mm high
 - (ii) Be in the same colour and font as those displayed on the rear side windows
 - (iii) Be placed no closer than 50mm from the lower edge of the windscreen “sun-strip” and 50mm from the side edge of the windscreen.
- d. Only competition numbers allocated by the CVWC Registrar are to be displayed. They must be displayed in accordance with MSA regulation J4 and remain as allocated until the end of the season.
- e. Current, fully paid up, racing members of the CVWC must display competition numbers. CVWC decals and those of the series sponsors, promoters and the BARC are required to be displayed in an un-obscured position in accordance with the following table.

Item		Placement
	TBC	
Series Sponsor Sun strip	TBC	Top of front windscreen
Series Sponsor logos (if required - TBC)	TBC	One on each side of the car (front wing, rear door or rear quarter)
BARC Logo		One on each side of the car (front wing, rear door or rear quarter)
CLASSIC VW CUP LOGO	TBC	One on each side of the car
Race number	e.g. 123	One on each of the rear side windows,

- f. Decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed without prior approval from the Championship Organisers.
- g. Non CVWC approved decals such as, but not restricted to, other clubs and other championship/series decals are not to be displayed on vehicles. These should be removed or covered up.
- h. Points will ONLY be awarded to competitors correctly displaying the required decals
- i. One set of Decals may be obtained from the CVWC nominated supplier free of charge.
- j. A charge may be levied for any extra decals required to those issued in 5.17.1 i.
- k. **5.17.1 h. & 5.17.1 i. are only applicable to current fully paid up, Racing members of the CVWC.**