



2023 Audi TT Cup Racing Series Sporting & Technical Regulations

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Signed: _____

ANDREW SCHOFIELD - SERIES COORDINATOR

Date: _____ DATE



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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Audi TT Cup Racing Series is organised and administrated by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Motorsport UK Series Certificate No: TBC

Race Status: Interclub

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1] at any time before or during the season 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 a 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 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 Series Co-ordinator

Andrew Schofield

Tel: 07767 488121

Email: audittcup@brscc.co.uk

1.2.1.1 Clerk of the Course

Luke Souch

Tel: 01732 780100

Email: luke@brscc.co.uk

1.2.2 Licenced Eligibility Scrutineer

TBA

Tel: TBA

Email: TBA

1.2.3. Series Stewards

TBA

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

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

(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).

(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.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be members of the BRSCC
- (b) be registered for the Series and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Series and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence 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 2.3.7b 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 the 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 Deleted

1.3.3.1 Deleted

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

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

1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in Audi TT Cup Racing Series will be invited to do so. Any driver wishing to compete in the Series must complete the online car/driver Registration Form.

On receipt of a completed Registration Form, the BRSCC will issue confirmation of your invitation to compete in the Series.

Only invited drivers will be eligible to compete.

Drivers who reach the age of 45 years before the end of 2023 will have the right to compete for a Masters Trophy per round.

1.4.2 The Registration Fee is £150.00, payable to the BRSCC.

- 1.4.3 Race numbers issued at the time of registration will be the permanent Competition numbers for the Series.
- 1.4.4 Registrations will be accepted from 23rd January 2023 until the closing date for entries to the last round of the Series.
- 1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.6 The presentation of the car is fundamental to the profile of the Series, 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 disqualify any car which they consider may prejudice the reputation of the Series or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Series Stewards which could lead to disqualification from the Series.

This will include where the car is presented at a race event bearing accident damage which has not been subject to the completion of a full and proper repair.

- 1.4.7 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, will be considered as a technical infringement and therefore maybe disqualified from the round or event at the discretion of the Clerk of the Course.
- 1.4.8 Promotional activities: Competitors may be asked and will be expected to participate in Series promotion activities at the circuits, as requested by the organisers/co-coordinator.

1.5 SERIES EVENTS

- 1.5.1 The Audi TT Cup Racing Series will be contested at the following venues:

ROUND	DATE	VENUE	ORGANISING CLUB
1 & 2	16 th April 2023	Brands Hatch Indy	BRSCC
2, 3 & 4	27 th & 28 th May 2023	Snetterton 300	BRSCC
5 & 6	17 th June 2022	Donington Park GP	BRSCC
7, 8 & 9	22 nd & 23 rd July 2023	Knockhill	BRSCC
10 & 11	13 th August 2023	Cadwell Park	BRSCC
12, 13 & 14	16 th & 17 th September 2023	Croft	BRSCC
15, 16 & 17	14 th & 15 th October 2023	Snetterton 300	BRSCC

1.6 SCORING

Points will not be awarded – this is a series not a championship.

1.7 AWARDS

1.7.1 All awards to be provided by the organisers unless otherwise agreed.

1.7.2 Per Event

Trophies will be awarded to 1st, 2nd and 3rd place overall (in each race), and to 1st Masters Trophy driver (see 1.4.1).

1.7.3 Presentations

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

1.7.4 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants with 7 days of the results being declared final after each event. In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the 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 as the organiser the BRSCC 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 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.

1.7.5 Title to all Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition, and within 7 days of a request being made.

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

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. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organisers receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 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. All Reserves will practice (subject to Motorsport UK Regulation Q12.4.4) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6 In the event of any races being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing they may be liable to a fine.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; 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 (General Regulations Q12.4).
- 2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.4 The grid for the first race of an event will be set by qualifying times. The grid for the second race of a double header event will be set by the finishing order of the first race, with those not classified placed

at the rear. The grid for the third race of a triple header event will be set by the finishing order of the second race, with those not classified placed at the rear.

2.3.4 At the end of each session, all drivers must cross the Finish Line only once.

2.4 RACES

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15) (1.6.4. above applies)

2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.4.3 At the end of each session, all drivers must cross the Finish Line only once.

2.5 STARTS

2.5.1 All cars will be released to form up the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

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

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car 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 the race is required to indicate their situation as per Motorsport UK Regulation [Q12.11.2]. 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 they MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

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.

Cars must not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 Case A – Less than two race 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 race 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 12.15.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with Motorsport UK General Regulations [Q12.15.4], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE 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 respect the pit lane speed limits. All drivers, teams and pit crew members must familiarise themselves and comply with Motorsport UK General Regulations [Q9.1.4].

2.7.3 Refuelling

May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/meeting.

2.7.4 Speed Limit

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

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.

- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.
- VI. Only the driver and teams members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

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 Series 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. Motorsport UK Regulation [Q 12.8.1].

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. Details will be provided in the Final Instructions and driver's briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

2.13.1 For the full duration of all qualifying sessions and races, all competitors' race cars are required to carry at least one fully operational front facing on board in car camera for the primary purpose of safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races this camera must be switched on and in recording mode. Footage from this or any other camera may be requested, obtained, copied and used to investigate any incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Series Co-ordinator by any person. The decision to request and review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Meeting or the Series Co-ordinator.

- 2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with Motorsport UK Regulation J.5.21.
- 2.13.3 At least one Camera must be mounted in a central to left position with the steering wheel and front screen in clear view.
- 2.13.4 In the event that no data is available on request, sanctions may be applied which can include but are not limited to disqualification from the Series.

2.14 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

3. SPECIFIC SERIES REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

By registering for the Series all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Series Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 RE-SCRUTINY

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulation J3.1.2).

4. SPECIFIC SERIES PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Series Regulations.

ON-TRACK CONTACT/ DAMAGE WILL BE VERY STRICTLY CONTROLLED BY THE ORGANISERS.

Whether or not incidents have been investigated by the Clerk of the Course or other officials, any cars returning to Parc Ferme with damage may have their camera footage inspected by any member of an independent Audi TTCR driving standards committee. Any refusal to provide footage, or if the committee adjudges that avoidable contact has been made, you may have your next race and future entry(s) refused. You may be given the opportunity to avoid entries being refused by paying for any damages caused.

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 [C3.3].

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)].

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES

4.2.1 In order to maintain standards of conduct, the organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual (or member of their team/supporters/sponsor) is

included on such reports, they may receive written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Series Stewards enquiry for an appropriate sanction to be considered.

- 4.2.2 Adverse behaviour (4.2.1) including offences under Motorsport UK Regulations [C.1.1.8], [C1.1.9], may be construed as bringing the series into disrepute, and could attract a penalty as follows:

Receive a verbal or formal warning from the Series Organisers. Be required to apologise to your fellow competitor(s) and/or Official(s). In addition the Series Stewards may impose further penalties, which could include: Suspension from participation of one or more series events; disqualification from the series or withdrawal of membership of the BRSCC. A Team may be forbidden to attend club meetings. The matter may also be referred to the Motorsport UK who may consider whether there should be further penalty against the licenced Entrant/Team Entrant.

- 4.2.3 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q12.26].

- 4.2.4 Infringements of 2.13 (Onboard Cameras) may be liable to a Series Penalty of a fine of up to £500.00 per offence, in addition to any penalty provided for by Motorsport UK Regulation [C 2.1.1].

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Series, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Series and the BRSCC into disrepute in the opinion of the Series Stewards they may be subject to a penalty or disqualification from the series. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and IT SHOULD BE CLEARLY UNDERSTOOD that if the following texts do not clearly specify that you can do something, then it is your own responsibility to seek clarification from the Series Organisers in advance of making modifications or changes to your car.

Where a technical issue is disputed, the decision of the Series Organisers shall be final. This includes their acceptance or otherwise to allow participation in the Series races, or assessment of suitability, and of allocation to specific classes.

Acceptance of entry into either the race or a specific class will be at the sole discretion of the Series Organisers.

To allow any necessary technical development, and to ensure equality of performance between models the Organisers are permitted to amend the Technical Regulations at any time. Any amendments will be communicated to all registered series competitors by way of published Technical Bulletin, as well as by email. By registering for the series, all competitors agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto.

Should a competitor be concerned that their car, or any part fitted to their car may not fully comply with any specific technical regulation, it is the responsibility of the competitor to contact the Series Organisers to discuss these concerns prior to placing a race entry.

Any matter querying Technical Regulations must be put in writing to the Organisers.

5.2 GENERAL DESCRIPTION

- 5.2.1 Audi TT Cup Racing cars are based around front wheel drive Audi TT 2.0 TFSI Mk2 (2006-2011, B Code engines only) versions of the popular German coupe. The cars can be manual gearbox or DSG models, and equality of performance is managed by a strictly controlled list of mandatory parts which are supplied by SW Motorsports or their allocated partners.

The Audi TCCR Series is intended to provide close racing between drivers and **is not** a technical challenge for preparation experts. The intention of the technical regulations is to create cars with equality of performance, a specification that is as safe as possible as well as being good looking and exciting to drive while remaining as close to factory spec as possible, thus providing economical and affordable racing.

Competitors, teams and car builders are responsible for ensuring that their cars comply with these regulations.

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 VW/Audi Group. No swapping of components or parts in any form from other years of model or variations of

models is permitted. For the avoidance of any doubt UK production cars must use UK parts you can not for example fit European spec variations of factory components to a UK Spec car.

No tolerance will be allowed on any measurement of any part defined as being standard in these regulations. Pattern parts meeting original manufacturer's specification are permitted.

Unless specifically permitted by written regulations, any modification, addition, removal, variation, tuning to the design, material, shape, dimension and/or surface finish of any component is not permitted.

It should be clearly understood that if the following technical regulations do not clearly state that you can do it, you should adopt the principal that you cannot.

For any queries at all, please call SW Motorsports on 01772 378224 and seek clarification BEFORE carrying out any modification or changes.

All mandatory control and optional parts must ONLY be sourced directly from SW Motorsports. Please refer to the Tech Documents section here: <https://brscc.co.uk/formulae/audi-tt-cup-racing/> for the parts list.

Vehicles must comply with Motorsport UK General Technical Regulations contained within Sections C, H, J, K, L & Q of the current Motorsport UK Yearbook.

5.2.2 Examination of Vehicles

The Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or race in the series to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

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, Eligibility Scrutineer and any person appointed by them has the right to:

- A) Examine any aspect of the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- B) Retain the car or any part for detailed examination at premises chosen by the organisers. If the organisers or the Eligibility Scrutineer elects 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 Series unless the car is found to be in breach of these regulations and/or
- C) Seal the car and its components in accordance with Motorsport UK Regulations in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at the expense of the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

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

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

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

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact subject to Motorsport UK Regulation [E 4.1].

5.3 SAFETY REQUIREMENTS

The following Articles from the Motorsport UK yearbook, Section K Safety Criteria Regulations will apply:- [K 1], [K 2], [K 2.1.2] to [K 2.1.4], [K 2.2], [K 3.1], [K 5], [K6], [K 8], [K 9], [K 10], [K 11], [K 12], [K 13] and [K 14] In addition to these a roll-cage complying to Section K Vehicle Categories covered 30 to 35]. A driver's side door bar is the minimum requirement.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must be presented to a high mechanical and aesthetic standard, and which is acceptable to the Series Organisers. Should the Series Organisers consider that any car does not meet their acceptable standard, they reserve the right to exclude it from any event, or to instruct that the competitor brings it up to an acceptable standard within an agreed period of time.

5.5 CHASSIS, BODYWORK, EXTERIOR & INTERIOR

5.5.1 Towing Eyes

A minimum of 2 towing eyes with minimum internal diameter of 60mm must be securely fixed to the main structure of the vehicle, 1 front and 1 rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q13.1.3]. The only tow cables and fitting brackets permitted are those supplied by SW Motorsports.

5.5.2 General

All bodywork must be in good condition. The Series Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant. Any damage may be logged by the Organisers and competitors that fail to meet the repair requirement could be refused a start.

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

To allow taller drivers to be safely accommodated, it is permitted to remove the OEM right hand floorpan seat mountings. Before carrying out this process, please contact SW Motorsports for full instructions. Where choosing to carry out this option, only the SW Motorsports seat base and fitting kit may be used when mounting the driver seat.

Other than the above, no part of the monocoque shell shall be removed, modified or added to. This includes any welding to stiffen or otherwise modify the shell, or any removal, modification or addition of any brackets or parts attached to the monocoque shell or bodywork panels.

Removal of in-cabin bonded sound deadening or removal of seam sealer is not permitted. No part of the interior which is an integral part of the monocoque shell may be removed, modified or added to except the drilling of holes in the sills to accommodate the roll cage feet and installation and safety harness fittings. A close-fitting slot cut-out in the dashboard is permitted to facilitate the fitting of the roll cage. The standard centre console and handbrake surround must also remain fitted.

The internal door trims may be replaced by panels supplied by SW Motorsports.

An aluminium foot plate as supplied by SW Motorsports may be installed to the driver's side foot well. A foot rest may be fitted to this plate on the left-hand side.

All elements of the standard front and rear bumper assemblies (including the crash bar(s)) must remain fitted. The front bumper may have a slot cut into it on each side to facilitate the fitting of the wire tow straps under Motorsport UK regulation Q 13.1.3 using the bracket kit supplied by SW Motorsports.

It is permitted to drill two (2) holes through the bonnet and engine bay front cross member to install bonnet pins. The inner skin of the bonnet may be cut around the pin area to facilitate the fitting of pins or catches.

All body panels must be standard or standard pattern parts.

The wheel arch liners must remain and no rolling of the wheel arches is permitted, no wheels spacers are permitted and wheel arches must not be modified in any way, this including rolling of wheel arch edges.

Sound deadening materials may be removed from the engine bay and underside of the bonnet.

A slot may be cut in the wiper scuttle panel to aid fitting of the pull cable/button bracket.

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

All window glass and external mirror glass must remain as standard.

The SW Motorsports drivers foot plate, seat mounting plate, seat side mounts, interior door cards and dash switch panel must all be fitted.

The SW Motorsports front splitter and rear spoiler must be fitted.

The driver's seat must be replaced with an FIA approved seat and mountings suitable for competition use.

It is permitted to replace the interior rear-view mirror with a larger convex type.

5.6.1.5 Ground Clearance

Ground clearance as measured from the lowest point of the car, including the exhaust system shall be no less than 75mm. Checking will be carried out under post-session conditions and including driver in full race kit and car with residual fuel and fluids.

5.6.2 Modifications Prohibited

5.6.2.1 General

Other than that which may be detailed elsewhere within these regulations, it is not permitted to modify bodywork or external trims or fittings in any way.

The use of adhesive tape or any other medium to cover or bridge body gaps or to improve the aerodynamics of the body is prohibited.

5.6.2.2 Interior

Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations are permitted.

5.7 ENGINE

Only B Code Engine type is permitted.

Engine and drivetrain configuration must remain as originally specified by Audi.

Other than by way of alterations detailed within these regulations, engines must remain completely standard in every way, meaning absolutely no further engine modifications whatsoever are permitted, and for the avoidance of any doubt this includes head skimming, block decking, boring, lightening or balancing of any internal or external engine part.

Balance shaft may be made redundant by using SW Motorsports Delete Kit.

It is permitted to remove the swirl flaps from the air intake manifold.

Only the standard Turbo is permitted. Modifications to turbos are not permitted in any way.

The electronic BOV turbo valve may be replaced by a TurboSmart updated part number xxxxx as supplied by SW Motorsports. Valve must carry the TCCR Logo.

A replacement upgraded re circulation valve is available and other than the standard item only the part supplied by SW Motorsports is permitted.

The standard sump may have baffles, a baffle plate, crank scraper or windage tray fitted to prevent oil starvation. No other sump modifications are permitted.

The Flywheel, Clutch and associated parts must remain as standard. Lightening of flywheel or clutch assembly is prohibited

5.7.1 Oil/Water Cooling

No modifications to the standard system are permitted.

The air conditioning compressor and associated pipework and radiator / condenser may be removed. An alternative non-AC drive belt is permitted. No pulleys may be modified or swapped from other models.

5.7.2 Induction Systems

The Direnza manufactured Audi TCCR air intake system must be fitted. Supplied by SW Motorsports.

5.7.3 Exhaust Systems

The Direnza manufactured exhaust system and control part catalytic convertor must be fitted. Supplied by SW Motorsports.

5.7.4 Ignition Systems

The type and grade of spark plug is free provided that they are a direct replacement for the standard plug.

High tension leads are free.

Only the Audi TCR ECU map is permitted, and at any time of choosing by the series organisers, cars may be plugged into an Audi TCR Club laptop, to check ECU settings and download data from your AIM system. All competing cars must have the OBD port free and available for checks at all times.

5.7.5 Fuel Delivery Systems

Must remain standard and as supplied by Audi. No modifications of fuel tank, pump or pressure are permitted, and fuel lines and injectors must remain as standard. No use of race fuels is permitted. Fuel used must be standard pump fuel. Fuel Pump Internals must be standard, and no aftermarket parts are permitted.

Fuel testing may be undertaken after qualifying and races.

The manufacturer's entire fuel delivery system must be retained unmodified. The use of alternative fuel pumps or pressure regulation equipment is prohibited.

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

Other than the fitment of the BC Racing mandatory suspension and spring kit and optional SW Motorsports adjustable rear camber arms, all cars must use the suspension configuration that was originally fitted by Audi to the TT coupe fitted with the standard FWD 2.0 TFSI drivetrain. Modifications to the mandatory control dampers is not permitted. Bump stop rubbers must only be those as supplied by BC Racing as part of the mandatory kit.

The use of more than one bump stop per damper is not permitted. Only bump stops intended by the manufacturer for fitment to the car may be fitted..

The only permitted Anti Roll Bars are those as supplied by Audi for the model of car being raced. For the avoidance of doubt, dimensions are: Front Standard 22mm / Rear Standard 18mm. Suspension and ARB bushes must only be PowerFlex Black Series items as supplied by SW Motorsports

Anti-roll bar drop links may be replaced by adjustable items listed in the SW Motorsports parts appendix.

Adjustment of front/rear camber, caster, toe can only be by way of standard OEM adjustment means, and no further alterations to suspension geometry are permitted, other than that available on the standard car or by using the SW Motorsports adjustable rear arms.

No changes to suspension pick up points are permitted. Rod ends or other spherical bearings are not permitted. Wheelbase and track must be standard subject to differences created by permitted modifications.

A strut brace between the front strut towers may be fitted from the approved parts list and must be a bolt on unit.

5.8.2 Wheelbase / Track / Camber

Other than caused by the fitment of the mandatory control suspension, wheelbase and track must remain as standard.

Front Camber can be changed to a maximum of -3 Degrees. Rear Camber can be adjusted to a maximum of -2.5 Degrees

5.9 TRANSMISSIONS

5.9.1 All gear ratios must be as supplied with the gearbox in standard production form only. It is not permitted to alter any mechanical part of the gearbox in any way. Gearboxes and gear ratios can only be those as supplied with petrol engined models. Gearboxes or gearbox internals as fitted to diesel engine cars are not permitted.

DSG Gearbox Mapping is free. Darkside Developments, AMB Tuning, and TSR Performance can all offer mapping solutions for DSG gearboxes.

5.9.1.1 Differential. ONLY the Quaife Auto Torque Bias Differential can be fitted as supplied by SW Motorsports.

5.9.2 Prohibited Modifications

Other than by way of DSG gearbox mapping, it is not permitted to modify the transmission in any way that will alter the operation of any of the internal components.

5.10 ELECTRICS

Wiring loom must remain as standard and as supplied by factory, any cutting or thinning of the loom is prohibited, Audio system wiring must remain and must not be modified or cut in anyway. An on off toggle type switch to enable and disable the YAW sensor may be fitted, this must cut the power feed only to the YAW Sensor. Please contact SW Motorsports for full instructions.

Only the battery and fitting kit supplied in the mandatory parts kit may be used and must be fitted in the location of the standard battery using the brackets supplied.

The rain light, battery isolator and brackets as supplied by SW Motorsports must be fitted.

Power for cameras must be taken from the power feed to the cigarette lighter socket a multi splitter may be used for additional power sources.

Central door locking system must be rendered inoperative.

The following redundant electrical items may be removed, however as per above, NO associated wiring may be removed.

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

Active rear spoiler must be disabled, this may be done by unplugging the unit or disabling via the ECU.

Window winding mechanisms must remain in place and operational, windows may be fitted with anti-shatter film, boot and door locks and catches must remain in place but must be disabled as per Motorsport UK regulations.

It is mandatory that all Audi TCCR cars are fitted with the mandatory approved performance monitoring device so as to monitor Engine and Car performance. 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

The approved performance mandatory monitoring device is the AIM Technology SOLO 2 DL with direct CAN Datalogging as a minimum. Drivers may upgrade this device to a higher specification AIM Technology Dash package should they wish, however it must retain the same data logging capabilities as the Solo DL.

5.10.1 Exterior Lighting

All standard lights and lamps must remain in place and be fully functional at all times.

5.10.2 Bad Weather Light

A bad weather light is required to be fitted. This can only be the mandatory part as supplied by SW Motorsports.

5.10.3 Batteries

The charging system must remain completely as standard, and the car must be fitted with the battery and fitting kit as supplied by SW Motorsports.

5.10.4 Generators

A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.

5.11 STEERING & BRAKES

5.11.1 Permitted Modifications

The standard power steering system and all related parts and controls must remain unmodified and fully operational at all times.

The steering wheel is free, but it must be a closed type wheel. A quick release, removable steering wheel is permitted. DSG Models may replace the standard wheel with after market type using the paddle shift bracket listed in the parts appendix. All airbags must be removed.

Brake calipers must remain as standard. The brake discs must be standard, made of steel and be dimensionally as supplied as standard by Audi for the model of car being raced. No drilled or grooved discs are permitted.

The original pedal box with original pedals must be fitted in its original position, using the standard mountings. It is permissible to add extension plates to the pedals. These must be attached directly to the pedals. The use of spacers between the pedals and plates is prohibited.

Only those brake pads supplied and branded for use in Audi TCCR maybe used. Choices are Ferodo DS3000 & 2500 or PBS Pro Race front and Rear Pads. Only pads supplied by SW Motorsports are permitted.

Brake cooling ducts are permitted but must not protrude beyond the silhouette of the vehicle and may only use original apertures in the bodywork to bring the cooling air to the brakes only.

The ABS system and brake servo must remain as standard and must be fully operational, No Bias valves are permitted and no modification of brake line system other than fitting of replacement braided flexi lines.

The hand brake system must remain and be fully operational.

5.12 WHEELS & TYRES

The only permitted wheel is the 2Forge ZF1 as supplied by SW Motorsports.

Tyres must be 225/45R17 Nankang NS-2R. All tyres must be ordered directly from SW Motorsports.

It is permitted to replace the standard wheel bolts with studs and nuts.

No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. Buffing or shaving of tread is not permitted.

All the manufacturers' data must be clearly visible. Buffing or scrubbing of sidewalls to remove data is prohibited.

All tyres must have a minimum 1.6mm tread pattern across $\frac{3}{4}$ of the tyre surface, and around the full circumference at the start of each qualification race or race.

Tyres may be checked in the assembly area prior to a qualification race or race, and any non-compliance with the regulations will be reported to the eligibility scrutineer.

Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemicals that would re-structure the compound of the tyre is also prohibited.

5.14 WEIGHTS

The minimum weight including driver will be DSG Model TBC-Kgs / Manual Model TBC-Kgs for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be housed within an SW Motorsports ballast box and securely bolted to the passenger compartment floor or passenger seat mounting points. Any ballast must be attached in accordance with Motorsport UK regulation [J 5.15].

The minimum weight (base weight) of individual cars may be subject to review at any time during the series by the organisers, and they may implement a variation by way of fitment of ballast.

5.15 FUEL TANK/FUEL

5.15.1 Types

Original fuel tank must be used as per factory specification

5.15.2 Locations

The fuel tank should be mounted in the original location. The fuel filler trap door and restrictor plate in filler neck must not be removed.

5.15.3 Fuel

Only pump fuel as defined in Motorsport UK General Regulations Nomenclature and Definitions (see Pump Fuel) may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race.

5.16 SILENCING

Must comply with Motorsport UK Regulation [J 5.16], [J5.17] and [J5.18].

5.17 NUMBERS AND SERIES DECALS

5.17.1 Positions:

Competition numbers must comply with Motorsport UK Regulation [J 4] and due to space constraints on window glass, a white rectangle may be used with black 7" numbers on the leading edges of both of the doors of the car.

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

- (1) the numerals must be at least 150mm high
- (2) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

All cars will carry BRSCC decals on both sides of the car.

Any decals specified by the Series Co-ordinator must be fitted as and when required.

5.17.2 Suppliers

BRSCC and Series Co-ordinator.

5.17.3 Advertising

Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the series sponsors as shown on the decal sheet. Series decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Series Stewards and/or the Motorsport UK/MSK.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Suite 1, 60 Churchill Square
Kings Hill
West Malling
ME19 4YU
Tel: 01732 780100
www.brscc.co.uk

SERIES COORDINATOR

Andrew Schofield
Tel: 07767 488121
Email: audittcup@brscc.co.uk

LICENCED ELIGIBILITY SCRUTINEER

TBA

6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 Acceptance of entry into the Series 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 Audi TT Cup Racing Series Regulations and not to act in a manner that could be considered to bring the Series, or sponsors into disrepute.
- 6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with BRSCC and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Series. The decision of the Series Co-ordinator 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 the matter being referred to the Series Clerk of the Course or Series Stewards.
- 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 Series Co-ordinator 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 6.2.3 to ensure the correct location of livery on cars.

6.2.6 In signing the Series Registration form each entrant agrees that BRSCC and the sponsors of the 2023 Series may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Series must be referred to as 'Audi TT Cup Racing' in all competitor's own literature and communications.

No images taken at a Series event or supplied by the Series / issued by the Series photographer can be altered in any way without the permission of the Series Co-ordinator.

6.2.7 By entering the Series, competitors and their teams are obliged to assist BRSCC in the promotion of the Series and in particular any television coverage. All competitors and their teams are obliged to assist any nominated TV Production company in the filming of the Series by granting interviews when requested and any other reasonable request of the TV Production company or the Series Co-ordinator.

6.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy.

6.2.9 All teams taking part in the Series 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 Series Co-ordinator this effort has not been made future race entries may not be accepted. The Series Co-ordinators opinion will be final in this matter.

6.3 Deleted

6.4 Deleted