

Classic TT Cup Regulations 2024

1. Introduction

These regulations are for the Classic TT Cup cars run as close to production specification as safety and reliability allows. As a guide if your car has something on it that was not there when it left the showroom i.e. not to manufacturer's specification, then it shouldn't be there. Unless it states that you can within these regulations, assume you can't. All cars must comply with the Motorsport UK bluebook regulations.

2. Description

The Classic TT Cup cars are based on the Audi TT only in 225 BHP engine configuration manufactured between 1998-2006. All cars must comply with [excluding emissions], though do not require a valid MOT. No modifications to the car or parts as sold/supplied by the manufacturer or OEM, unless otherwise stated in these regulations. Where parts are replaced, they should be within manufacturer's or OEM specification for this model. In the interest of cost, non-generic replacement parts can be used where it can be shown and proven to be of the same material, manufacturing process, form, shape function dimensions and fit without modification as per the original.

3. Chassis

No chassis stiffening allowed apart from that derived from fitting a roll cage. Roll cage must meet Motorsport UK Blue Book regulations.

4. Vehicle Weights

No minimum weight for 2024, but a minimum weight will be applied for the 2025 season.

5. Car - Exterior

No alterations to the shape of standard bodywork, which must retain its original silhouette. Standard wing mirrors must be retained. Front wiper blades must function but can be replaced as a single blade. Rear wiper blade can be removed. All lights function. All weather strips/channels must remain. Any replacement body panels must be original shape and material. No modifications may be made to the body work other than for repair. Exterior trim should remain standard, no widening of the wheel arches is permitted unless on production car. Holes may be cut into the rear valence at the exhaust moulding height. Bonnet and engine cover to be in normal closed position no nonstandard gaps. No use of tape to fill shut lines. Glass may be replaced with polycarbonate subject to Motorsport UK regulations.

6. Car - Interior

Dashboard must remain in situ, but radios, speakers, etc can be removed along with associated ducting/wiring. It is recommended the windscreen heating/demist system remains. Steering wheel may be replaced. Glass sun roofs where fitted by manufacturers must be removed and the opening closed in accordance with Motorsport UK Blue Book regulations. Electric window motors and door cards can be removed but exposed doors must be covered in accordance with Motorsport UK regulations. All instruments to remain standard. All other furniture, door cards, roof lining, sound deadening and original seatbelts may be removed. Interior body panels may be removed so long as its removal does not affect the rigidity of the vehicle and safety of the driver and/or passenger.

7. Ground Clearance

It is permitted to alter the ride height, but the car must be no less than 75mm from the ground in race trim with the driver onboard, either stationary or moving.

8. Electrics

Ignition system standard. Coil pack free. All lights operative to Motorsport UK regulation. Rain light to be fitted to Motorsport UK regulations. Batteries may be relocated, to Motorsport UK regulation and to be capable of repetitive starts from the battery. Standard alternator and pulley to be retained. The key start system can be replaced with a push button starter. Additional wiring is permitted for the allowance of radios, cameras and data loggers. An aftermarket boost gauge may be fitted.

9. Engine

The engines must be standard specification 1800 CC, 225 BHP at flywheel; An allowance of 10bhp allowed for upgrades in exhaust /filters etc. No internal performance enhancing modifications whatsoever to the engine are allowed, for example, no polishing or porting of the cylinder head, no alternative cams or high compression pistons. The use of OEM or aftermarket components only to be used for rebuilds which should be within the tolerances set down by the manufacturer.

Cars may run a generic Stage 1 remap, bringing power up to 260 BHP. The source of the mapping to be free

- a) Oil/Water Cooling- Radiator to be standard in terms of capacity and location. Fan panel/housing to remain standard. An oil cooler can be added. Air ducting may be used to cool engine and/or front brakes. Standard sump to be retained but may be baffled. Air conditioning pumps, radiator and associated piping may be removed.
- b) Induction System - Up to the turbo, aftermarket air filters allowed [filter must be branded item available commercially i.e. no one off specials] and must be fitted in the engine bay.
- c) Exhaust System – Standard manifold and catalytic converter must be retained, otherwise free (ensure you meet the circuit noise restrictions).
- d) Engine management – Standard ECU or standard ECU with a generic Stage 1 remap.**
- e) N249 system may be removed.
- f) Fuel System –Fuel pump to remain standard, fuel lines and filters are free. No additional fuel pressure regulation allowed.

10. Transmission

Must remain standard (gearboxes, ratios etc.) for the model being raced with no internal modifications allowed. Upgraded gear linkage permitted. Dual mass flywheels may be replaced with single mass flywheel kits.

11. Suspension

- a) Permitted- Upgraded/lowered springs are permitted. Dampers can be standard or upgraded to Bilstein B6 or Bilstein B8 dampers. Anti-roll bars are free but must not be adjustable by driver whilst seated. Top mounts remain standard. Upgraded adjustable anti roll bar drop links are permitted, providing they are not adjustable in length. Camber bolts are permitted. Standard chassis bump stops must be fitted in standard position. Polybush replacements are permitted.
- b) Prohibited – Modifications to suspension pick up points, cockpit adjustable anti roll bars with driver seated, offset or adjustable suspension strut mounts. Adjustable spring platform. Hub carrier brackets. Rose joints/rod ends in any suspension component. Any modifications restricting a wheel from reaching its fully dropped position.
- c) Wheelbase and track to remain standard for the model being raced, other than spacers up to 10mm per wheel permitted.

12. Brakes

Brake discs must be standard size. Cross drilling, pimped, slotted or grooved allowed. Pads free. Hoses free. Handbrake standard and must function. Air ducting may be used to cool engine and/or front brakes. Brakes bias adjustment permitted but must not be adjustable during a race. Pedal boxes may be used.

For the AWD system to continue to work the ABS pump must remain "active". You may leave the ABS pump plugged in and bypass the pump itself with brake lines running directly from the master cylinder to the calipers.

13. Wheel/Steering

17" and 18" wheels in the sizes offered by the manufacturer for the model. Alternative wheels may be used if they conform to the size requirements. Steering locks to be removed.

14. Tyres

The permitted tyres for the series are the Nankang AR1 or any full wet tyre

15. Fuel Tank/Fuel

Tanks must be standard in type and position. Fuel to be high street pump fuel e.g. Shell, Tesco. No 102 RON or above, and no race fuel or additives allowed.