

CLASSIC VW CUP

2024 REGULATIONS



INTRODUCTION:

The following regulations are set out in accordance with [Classic VW Cup \(CVWC\)](#) specified format and it should be clearly understood, if the following text does not clearly state you can do it, you should adopt the principle that you cannot.

Anything that is not explicitly authorised in writing by the [CVWC](#) series technical committee and anything that is not specifically either in these regulations or in any official series bulletin is therefore strictly forbidden, and will be regarded as a breach of series regulations, and will be dealt with accordingly.

SERIES DESCRIPTION:

A class-based series for all VAG group [vehicles](#).

Based on a power to weight formula, each class, [regulations](#) have been tailored to keep costs sensible, with racing close, fair and most of all, fun!

Success ballast will keep the racing close and prevent any runaway winners.

Trophies will be awarded up to third in each class, based on entry numbers for that class.

All cars/drivers must provide a power printout/declaration prior to the first competing round, failure to do this could affect the class position/results given.

1. CLASS STRUCTURE:

Class A:-

Vehicles up to MY 2006.

Based on @220 bhp/tonne at flywheel for turbo charged cars.

@240 bhp/tonne at flywheel for n/a cars.

Class B:-

Vehicles up to MY 2006

Induction 8/16v = free

Based on @190 bhp/tonne at flywheel for n/a cars.

@170 bhp/tonne at flywheel for TDI cars (std frame turbo)

Classes A/B running on control Nankang AR1 tyres/any wet tyre.

Classic TT Cup:-

Based a on mildly modified 225bhp mk1 TT quattro.

Using control ecu map and controlled suspension components to provide cheap competitive racing.

Running on control Nankang AR1 tyres/any wet tyre.

TT [regulations](#), are separately available on the CVWC website.

Should any car in any class deem to differ from the CVWC technical [regulations](#) in any way shape or form, the series organisers reserve the right to restrict the car in any means it seems fit.

Guest competitors may take part (at the organisers discretion) but take no podium positions or class awards.

The organisers reserve the right to accept entries from competitors using a vehicle that may not strictly comply with the technical regulations but comply with the spirit of the series. Any such entries will be placed into an Invitation Class – no awards will be provided for the Invitation Class.

2. TECHNICAL CHECKING:

A pre season power test (recommended to be through Ricci concept) is required to declare vehicle power. Other Rolling Roads can be used, but if a subsequent power check finds the car to be over, [this may result in exclusion from race results.](#)

[Any scrutineer appointed by the](#) CVWC reserves the right to inspect/test or seal any components it sees fit, and demand power checks at its rolling road of choice at any point in the season or meeting. Random power checks may be requested at any point throughout the season and the cost borne by the competitor. CVWC shall not bear any of these costs whatsoever.

Any item sealed by a [Motorsport UK](#) licenced scrutineer must remain sealed and may not be tampered with in any way shape or form until technical checks have been completed and cleared, and a written note received by the CVWC eligibility scrutineer to remove the said seal. Sufficient holes should be created by driver in bolt heads/ studs for the provision of lock wire to be passed through, cam covers/ sump/ gearbox /Ecu plugs.

Any breach of these regulations will be reported to the clerk of the course and can, if found to be a breach, retract any position gained throughout the meeting.

There will be no Ecu removals/swapping but if there is suspicion of multi maps you will have to provide access code from the tuner for Ecu interrogation and competitor will be liable for the costs involved.

Detailed vehicle logs books must be completed by all competitors, with all details of full engine/gearbox/chassis/body specs, failure to submit a full and final declaration will result in the competitor competing in an invitation class until said paperwork is in place.

We are still a series, this can be altered mid-year if need be, penalties can be increased or decreased or other finishing positions penalised too.

Any suspicion of failure to comply by another competitor must be made official [by means of lodging a protest in accordance with Motorsport UK Regulation Q.5.1](#)

3. DATA LOGGER:

CVWC reserve the right to fit its club data logger at any point throughout the meeting to monitor parameters of its choice.

4. JUDICIAL CAMERA:

All cars must carry a forward-facing judicial camera at all times whilst on track and provide footage upon request. Failure to provide footage can lead to exclusion from the meeting.

5. REGISTRATION:

Registration form must be filled out via the link on the website www.classicvwcup.com

A power declaration must be attached or sent to CVWC along with vehicle weight in its race trim (driver included).

The Registration fee of £60 to be paid by bank transfer - (account details given upon request).

No vehicle/driver will be awarded trophies or recognised as a CVWC competitor without this fee being paid in full prior to the meeting.

6. SAFETY:

Safety roll over structure:

All classes must comply with current 2024 [Motorsport UK](#) year book section K on all points.

It's the competitor's [responsibility](#) to comply fully [with](#) these regulations.

Interior trims may be removed for fitment of safety roll over structures.

Cars running non steel doors must run double door bars, crossed or parallel in the door aperture.

7. FIRE EXTINGUISHERS:

All vehicles must comply with current 2024 [Motorsport UK Regulations](#).

8. CIRCUIT BREAKER:

All cars must comply with current 2024 [Motorsport UK Regulations](#).

Mechanical or electric isolators are permitted.

Battery must fully isolate once isolator is activated.

There must be an outside and inside means of isolating the battery and a sticker to indicate the isolator at either point.

9. LIGHTING SYSTEM:

All cars must have working rear facing tail lights and one centre-line rain light, or equally matched pair.

Brake lights to be in a working state at all times.

Any form of forward-facing light is acceptable (not necessarily OEM headlight) headlamp blanks are permitted.

110. SEAT/MOUNTS/BELTS:

All seats/mounts must conform with current 2024 [Motorsport UK Regulations](#) and be in clean safe and secure condition at all times.

All seat belts must be in date and free from any form of contamination and be in a serviceable condition at all times, if in any doubt refer to 2024 [Motorsport UK](#) yearbook.

11. RACE WEAR:

Must be presented in a clean, undamaged condition and all clothing in date.

It is strongly advised to wear fully flame-retardant underwear/balaclava.

It mandatory to wear crash helmet, FHR, overalls, gloves and boots as a bare minimum at all times on track. See 2024 [Motorsport UK](#) year book for details.

12. CHASSIS:

The chassis as produced by the manufacturer with the original material must be retained in all aspects, in respect of material thickness and contour.

Lightening or reducing of chassis member strength is prohibited.

4WD chassis may be converted to 2WD subject to written approval from CVWC.

Seam welding is permitted.

Towing eyes must be fitted front and rear, ideally one each corner, and be of metal wire construction and be contrasting in colour to the vehicle, see 2024 [Motorsport UK regulations](#).

13. BODYWORK AND DIMENSIONS:

The exterior of the car must be immediately recognisable as the model being raced.

It is only permissible to make holes in panels for the passage of cables, fuel, oil, hydraulic or fire suppressant lines.

All redundant holes to be covered with a non-flammable material.

Bulkhead/fire wall must be sealed from any potential passage of fire.

14. INTERIOR:

All interior trim may be removed. If interior door trims are removed, they must be replaced with neatly covered sheet material of a non-flammable material and there must be no sharp edges visible.

The driver's door window must remain operable by the driver when sitting belted into the seat, or in the case of plastic windows, must have an aperture large enough for the driver to be able to make hand signals, if in any doubt refer to 2024 [Motorsport UK](#) yearbook J5.20.8

Interior rear-view mirror must be fitted.

Means of de-misting windows must be fitted and operable at all times.

Any form of airbag must be removed.

15. EXTERIOR:

Fog, spot, sidelight, indicators and headlights may be removed and replaced with blanks or ducting, but you must have some form of forward-facing light, rear light, rain light and brake lights.

Class A/B

Permitted to use wheel arch spats of no more than 1" over standard vehicle width per side.

'berg cup' kits are not permitted (now VAG cup)

RSI Beetle cup kits are not permitted (now VAG cup)

Mk1 Seat supa copa kits are permitted on the proviso that the standard K04 turbo is used.

Plastic windscreens are not permitted.

Any replacement panels must be of the original shape and material as standard production panels, bolt on panels may be made of fibreglass or composite materials.

Composite roof panels are not permitted.

It is permissible to modify inner wings for tyre/driveshaft clearance.

It is permissible to shorten wheel arches back to the first swage line or 20mm if no visible swage line.

Shortened arches must be welded to the inner arches or folded back ensuring there are no sharp edges.

Side and rear windows may be made of plastic and comply with 2024 [Motorsport UK](#) regulations. Plastic side windows must have aperture for the driver to signal, by means of a sliding window/hatch.

Front splitters may be used as long as ride height clearance is observed (40mm ground clearance).

The use of rear wings is permitted so long as the wing doesn't alter the silhouette when viewed from the frontal plane.

Ground clearance of 40mm will be measured with driver on board in full race apparel, including any ballast if needed.

16. ENGINE:

CVWC [regulations](#) are based on an honest average power output which is to be declared when registration is completed, and to be based on a power to weight ratio respective to which class you intend to enter.

Power is to be taken as a flywheel measurement.

Weight is to be taken with driver in full race apparel and fuel load as you would intend to finish a race.

Engine swaps are free in all classes but must be from the VAG group. Any other swaps would be down to CVWC approval.

16.1 CYLINDER BLOCK:

Free

16.2 CYLINDER HEAD:

Class A- free

Class B- must use hydraulic lifters/std OEM valve sizes

16.3 LOCATION:

Engine must remain in standard OEM position.

It is permitted to use solid/poly engine mounts.

Any other modifications must have written permission from CVWC.

17. OIL / WATER COOLING:

Any extra cooling must be within the original periphery of the original silhouette.
Free

18. INDUCTION SYSTEM:

Class A- Turbo cars to retain OEM size turbo for the model raced.

1.8t- K03/K03s/K04 (cannot run TFSI K03/4 with conversion plate)

TFSI- standard K03 turbo (no hybrids) with std K03 it is permitted to run uprated hpfp/200 bar fuel rail

pressure sensor/3 bar map sensor.

K04 turbo is permitted but must use std K03 injectors, std K03 hpfp, std 139bar fuel rail pressure sensor and std 2.5 bar map sensor.

TDI- hybrid turbos permissible as long as power/weight band is adhered to.

Vr6 12v- may use itb's or inlet manifold of choice.

All Vr6 24v- must use standard inlet manifold/throttle body, strictly no itb's.
8v/16v- free

All other induction systems are free as long as power/weight band is adhered to.

Class B- Vr6 12v- standard VAG group inlet manifold/throttle body.

TDI- standard turbo for the model being raced strictly no hybrid units.

19. IGNITION SYSTEM:

Free

20. FUEL/DELIVERY SYSTEM:

Number of pumps and location of tank is free, however must comply with 2024 [Motorsport UK](#) safety requirements, see [Motorsport UK](#) yearbook.

Only pump fuel is permitted 99 ron max/ std pump diesel.

21. EXHAUST SYSTEMS:

Exhaust system and manifold are free but must conform with 2024 [Motorsport UK](#) yearbook regulations.

Side exit exhausts are permitted so long as exit point is past the midway point of the vehicle.

It is prohibited to pass any part of the exhaust system through the driver compartment.

22. SUSPENSION:

General Suspension must be controlled to avoid fouling of wheels on chassis or bodywork as detailed in the [Motorsport UK](#) yearbook 2024 J5.5.2.

No modifications allowed to suspension pick up points.

No material to be added or removed or deformation to wishbones, uprights or hubs other than for the fitment of spherical bearings.

22.2 BUSHES:

Free

23.2 SUSPENSION COMPONENTS:

Free

23.3 WISHBONES:

Must remain standard for the model/platform being raced.

Mk1 golf platform may use tubular wishbones.

It is permissible to use modified bottom balljoints in the purpose of stopping balljoints necking.

It is permissible to space the bottom ball joint to correct the roll centre.

It is permissible to weld the wishbone for added strength.

23.4 SPRINGS:

Free

23.5 SHOCK ABSORBERS:

Free

23.6 ANTI ROLL BARS:

Free

24. TRANSMISSION:

Class A- Free

Sequential gearboxes are prohibited.

LSD permitted.

Any gear shift/linkage system is permitted.

DSG gearbox permitted, along with DSG remapping.

Driveshafts free.

(Dog box carries a 30kg weight penalty)

Class B- Must retain OEM gearbox/parts from any VAG model.

LSD permitted.

Std gear linkage permitted.

Driveshafts free.

25. TRACTION/LAUNCH CONTROL:

Any form of launch control is prohibited unless fitted as standard.

26. ELECTRICS:

Free

27. BATTERY:

Battery must be capable of performing multiple starts.

Position/type is free so long as it conforms with 2024 [Motorsport UK regulations](#).

28. CHARGING CIRCUIT:

Must work at all times whilst on track and be capable of charging the fitted battery.

29. BRAKES:

Class A- Carbon discs are prohibited.

ABS systems permitted if fitted as standard for the model being raced.

Class B- Carbon discs are prohibited.

ABS systems permitted if fitted as standard for the model being raced.

Disc size no bigger than 130% of the model being raced.

All brake systems/components must be from the VAG parts bin.

Brake bias valves permitted in all classes.

30. WHEELS/TYRES:

Road wheel material is free.

Split rims are not permitted.

Road wheels must be fitted to their hubs by the original amount of fixings.

Stud/nuts are free.

Class A 9" width max

Class B 8" width max

All classes must run Nankang AR1 as a dry tyre.

Wet tyres can be any full race wet or list 1a/b/c tyre.

31. STEERING:

Steering rack is free

Power steering may be added or removed

Steering locks must be removed

32. VEHICLE WEIGHT:

The provision of power /weight system is to equalise driver/vehicle combo and keep a fair playing field, weight may be added or retracted through the season to keep this balance sensible.

Vehicles will be weighed randomly at every meeting, throughout the year, the weight is measured after a race to include the driver in full race kit, and must comply with the stated weight on the registration form, failure to comply can lead to disqualification.

32.2 SUCCESS BALLAST:

Class winners (assuming there are more than 2 starters in the class) will get 20kg weight penalty for each win (over a weekend not per race) which will carry over until the next round, if a subsequent win is accrued it will carry on up to the total weight of 60kg, each race not won after that sees the loss of 20kg per race thereafter. Weight will be expected to be added at the next round and be 20kg over your last measured race finish weight.

Ballast to be mounted in a safe, secure manner.

33. NUMBERS/SERIES DECALS:

Race numbers shall be positioned in the rear side windows where at all possible, if not, must be black numbers on a white background of the same sizing and be:

Minimum of 200mm high, stroke width of 20mm.

Coloured reflective yellow.

Race number should also be fitted on the windscreen:

Minimum of 150mm high, be in reflective yellow and be no lower than 50mm below the CVWC sunstrip and 50mm from the edge of the windscreen, also must not impair the drivers view.

All CVWC/sponsor decals must be displayed at all times to be eligible for trophies/race results.

Failure to display series decals may result in disqualification.

Non CVWC/BRSCC decals to be covered up whilst on CVWC grid.

One set of decals will be given per year, other sets will be available at a cost to the competitor.