



2025 Classic VW Cup

Sporting & Technical Regulations

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Classic VW Cup is organised by the British Racing & Sports Car Club (BRSCC) and in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Motorsport UK Series Certificate No: RS2025/072

Race Status: Interclub

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.1 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

Greg Graham

Mob: 07920 096697

Email: greg@brscc.co.uk

1.2.2 Licenced Eligibility Scrutineer

Nominated per event.

1.2.3. Series Stewards

E Jones, T Parry, I Moore, G Masters

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.

NCR Ch.4 App.1 Art.1.2 The Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the published Series Regulations. They are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 (subject to the rights of Appeal to the National Court there provided).

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (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 the Classic VW Cup group and
- (b) be Registered for the Series and
- (c) be in possession of a valid Motorsport UK Competition Race Club licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).
- (d) 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 the Classic VW Cup 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.

1.4.2 Series 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 15th January 2025 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 Classic VW Cup will be contested at the following events:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	13 th April 2025	Brands Hatch Indy	BRSCC
3 & 4	18 th May 2025	Snetterton 300	BRSCC
5 & 6	14 th June 2025	Oulton Park Island	BRSCC
7 & 8	9 th & 10 th August 2025	Cadwell Park	BRSCC
9, 10 & 11	27 th & 28 th September 2025	Silverstone National	BRSCC
12 & 13	25 th October 2025	Oulton Park International	BRSCC

1.6 SCORING

1.6.1 This is a Series not a championship. No points will be awards.

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 place finishers in each class.

Trophies may also be awarded to 2nd and 3rd place finishers in each class as the discretion of the organisers.

Invitation Class entrants are not eligible for awards and will be ignored for the purpose of issuing awards.

1.7.3 Presentations

Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each event. Due to multiple class awards, it may not be possible to present trophies directly after races conclude, and trophies may be awarded in the paddock when cars and drivers have returned there after racing.

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 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 the acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.l 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 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 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 (NCR Ch.12 App.6 Art.3.1 applies).
- 2.3.3 Grids shall be formed in accordance with Article 3.3 of these regulations.

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 (NCR Ch.12 App.6 Art.9.3) (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 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 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 NCR Ch.12 App.6 Art.6.11. 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 SIGNALS 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 should 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 declared a “No Contest” and available competitors will restart from their 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 Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

2.6.3 Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR

Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

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 NCR Ch.12 App.6 Arts.9.1.e , 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 NCR Ch.12 App.11 Art.3.6

2.7.3 Refuelling

May only be carried out in accordance with the NCR, 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.

All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in disqualification from the event.

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. NCR Ch.3 App.6 Art.1.4 applies.

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. 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 who have rented transponders from the official timekeepers will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

NCR Ch.12 App.6 Art.2.2 applies.

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 drivers' briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.13 ONBOARD CAMERAS

All cars must have fitted a camera capable of producing HD quality footage and fitted with an SDHC or micro SDHC memory card in a place and position which will give a view that must include the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 metres. To obtain the optimum view, it is advised that at least one camera is fixed toward the centre of the car and behind the driver.

The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer in accordance with NCR Ch.7 App.9.

The unit must be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast or any other area deemed appropriate by the Series organiser. Failure to make available to the Series organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the Clerk of the Course.

Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in NCR Chapter 2. Article 4.2.4 of these Series Regulation also refers.

2.14 PARC FERMÉ

At all race 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.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of 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 range from 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 to 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. NCR Ch.7 App.12 Art.1.5 applies.

3.3 GRID POSITIONS

Meetings at which the series has two races, grid positions are determined as follows:

The first race grid positions are determined by the competitor's qualification times, fastest taking pole.

The second race grid positions are determined by the competitors finishing position of the first race. The drivers who were classified as non-finishers of race 1 or were disqualified from race 1 will be assigned grid positions immediately following the last driver to qualify as a finisher of race 1. The order of their grid position will be determined by the ascending order of their grid position of the first race.

For any triple header event, the third race grid positions are determined by the competitors finishing position of the second race. The drivers who were classified as non-finishers of race 2 or were disqualified from race 2 will be assigned grid positions immediately following the last driver to qualify as a finisher of race 2. The order of their grid position will be determined by the ascending order of their grid position of the second race.

The organisers reserve the right to merge/combine grids with other formulae. In those cases, starting positions will be determined by qualifying lap times or race finishing positions from within the complete grid.

4. SPECIFIC SERIES PENALTIES

In accordance with NCR Chapter 2 and these Series Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.1.20-1.21

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.1.a-b.

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES

4.2.1 In order to maintain standards of conduct, the **Organisers** may monitor Officials/Observers reports of adverse behaviour at race meetings. If any individual (or member of their team/supporters/sponsor) is included on any such reports during the season they may receive a 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. The organisers may also refuse further race entries.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form
- Intimidation
- Discrimination
- Obtrusive Behaviour
- Any other action that is deemed to be detrimental to the Series

4.2.2 Adverse behaviour (4.2.1) including offences under NCR Ch.2 App.1 Art.1.16 & Ch.2 App.1 Art.1.1, may be construed as bringing the Series into disrepute, and could attract a penalty as follows:

Receive a verbal or formal warning. 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 in one or more Series Rounds; Receive a warning; Receive a 2nd and Final warning; Disqualification from the Series or withdrawal of membership of the BRSCC. Teams 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 NCR Ch.12 App.10 Art.2.

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 NCR Chapter 2.

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 it you should work on the principle that you cannot. Competitors are advised to read Motorsport UK NCR Ch.1 App1, Ch.7, Ch.8, Ch.9 and Ch. 12.

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.

5.2 GENERAL DESCRIPTION

5.2.1 The Classic VW Cup is a class-based series for all VAG group Vehicles modified in accordance with the following regulations. The series may accept vehicles that may have been designed for commercial use (i.e. Vans) provided that they comply with the requirements of the NCR and these regulations.

Based on a power to weight the regulations for each class have been tailored to keep the competitions close, fair and most of all, fun!

Success ballast will be applied. Each class winner will be required to carry 20kg of success ballast for one race only. Any ballast must be supplied by the competitor, and the weight for the subsequent race must be 20kg higher than the vehicles post-race weight in which the previous win was secured.

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

The organisers reserve the right to accept an entry by a competitor for a car which does not fully comply with these regulations. These cars will run in an "Invitation class" and will not qualify for event awards Article 1.6.5 will apply, with the exception of 1.6.5 (c), where the competitor will **not** be eligible for event awards. The acceptance of a vehicle in the Invitation class will be at the discretion of the organisers.

Vehicles must comply with the General Technical Regulations contained within Chapters 7, 8 and 12 of the NCR.

5.2.2 Class Structure:

Based on BHP per Tonne, BHP figures will be calculated at the flywheel and weight calculated by weighing the whole car including all consumables, fluids, driver and full race kit.

MODIFIED – Vehicles with a manufacture year of 1965 to current. Vehicles fitted with a Turbo may be of up to 270 bhp/tonne, and naturally aspirated vehicles may be of up to 300 bhp/tonne.

PRODUCTION – Vehicles with a manufacture year of 2000 to current. Vehicles fitted with a Turbo may be of up to 220 bhp/tonne, and naturally aspirated vehicles may be of up to 250 bhp/tonne.

CLASSIC – Vehicles with a manufacture year of 1965 to 2000. Vehicles fitted with a Turbo may be of up to 220 bhp/tonne, and naturally aspirated vehicles may be of up to 250 bhp/tonne.

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.

5.2.3 Examination of Vehicles

A pre-season power test (recommended to be through Ricci Concept) is required to declare vehicle power. The organisers are empowered to refuse any entry until such time a power test report is supplied to the Classic VW Club management.

Other rolling roads may be used, however should a subsequent power check find a vehicle to be over its declared power figure, the matter will be referred to the Clerk of the Course who will apply the appropriate penalty which may include disqualification from results.

Any scrutineer appointed by CVWC reserves the right to inspect/test or seal any component it sees fit and demand power checks at its rolling road of choice at any point during the season or at any event.

Random power checks may be requested at any point throughout the season and the cost borne by the competitor.

All costs in respect of the examination of vehicles will be the responsibility of the competitor. The organisers shall not bare 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 or written authority is provided by the same scrutineer or the organisers to remove the said seal. Sufficient holes should be created by the driver in bolts/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 who will impose an appropriate penalty.

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

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

Detailed vehicle log books must be completed by ALL competitors, with all details of full engine/gearbox/chassis/body spec. Failure to submit a full and final declaration to the Classic VW Club management may result in the competitor competing in an invitation class until the required documentation is provided.

The organisers reserve the right to amend these regulations at any point during the season.

Any suspicion of failure to comply by another competitor must be made official by means of lodging a protest in accordance with NCR Chapter 2.

5.3 SAFETY REQUIREMENTS

- 5.3.1 The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.
- 5.3.2 Competitors must present racewear in a clean, undamaged condition and all clothing in date. It is strongly advised to wear fully flame-retardant underwear / balaclava. It is mandatory to wear crash helmet, FHR, overalls, gloves and boots as a bare minimum at all times on track.
- 5.3.3 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed in accordance with the NCR. It is recommended that a 5 or 6 strap safety belt is used. All belts must be in date and free from any form of contamination and be in a serviceable condition at all times.
- 5.3.4 All seats/mounts must conform with the NCR and be in clean safe and secure condition at all times.
- 5.3.5 Fire extinguisher – an FIA Homologated fire extinguisher must be fitted in accordance with NCR Ch.7 App.6 Art.1.
- 5.3.6 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers (NCR Ch.7 App.5 Art.5 applies). The circuit breaker may be of mechanical or electrical type, and the location must be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.
- 5.3.7 The bulkhead between the main engine and the passenger compartment must be sealed.
- 5.3.8 All vehicles must be fitted with a ROPS in accordance with the NCR. Vehicles running non steel doors must run double door bars, crossed or parallel in the door aperture.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).
- 5.4.2 All parts must remain as Standard except for the modifications specifically permitted within these regulations.

5.5 CHASSIS

- 5.5.1 The chassis as produced by the manufacturer with the original material must be retained in all aspects, in respect of material thickness and contour.
- 5.5.2 Lightening or reducing of chassis member strength is prohibited.
- 5.5.3 Seam welding of the body shell is permitted.
- 5.5.4 4WD chassis may be converted to 2WD subject to written approval by the Classic VW Club management.
- 5.5.5 There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with NCR Ch.12 App.13 Arts.1.3-1.4. In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this

precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is strongly recommended that All Vehicles should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They should be clearly visible, marked with an arrow and the word “tow” and coloured yellow, red or orange to contrast with the vehicle colour scheme.

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.

Towing straps or wires must be in good condition and must be replaced if significant damage or wear is evident.

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General

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 must be covered with a non-flammable material.

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

5.6.1.2 Interior

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

All interior trim may be removed. If interior door trims are removed, they may 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 NCR Ch.7 App.2 Art.22.8.

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.

5.6.1.3 Exterior

Plastic windscreens are prohibited.

Plastic side glass is permitted but it complies with NCR Ch.7 App.2 Art.22.8.

Plastic side windows must have an aperture for the driver to signal, by means of a sliding window/hatch.

Composite roof panels are permitted.

It is permitted to modify inner wing panels for tyre/ driveshaft clearance.

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

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.

5.6.1.4 **Silhouette**

MODIFIED Class:

Any body kit may be used and aero is free provided any fitment complies with the NCR.

PRODUCTION Class:

The Silhouette must remain as standard for the road going model, if in doubt speak to the Classic VW Club management.

Splitters/aero of any kind are prohibited.

Bonnet vents are permitted for the purpose of cooling.

Composite bolt on panels are permitted.

CLASSIC Class:

It is permitted to use wheel arch spats of no more than 2" over standard vehicle width per side.

RSI beetle cup kits are permitted.

Mk1 Seat Supa Copa kits are permitted on the proviso that the standard K04 turbo is used.

Other body kits will be considered, refer to the Classic VW Club management for clarification.

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.

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

Front splitters may be used provided they comply with the minimum ground clearance (Art. 5.6.1.5 refers).

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

5.6.1.5 **Ground Clearance**

The minimum ground clearance is 40mm and will be measured with driver on board in full race apparel, including any ballast where fitted.

5.6.2 **Modifications Prohibited**

5.6.2.1 **General**

Modifications are not permitted other than those explicitly stated in 5.6.1

5.6.2.2 **Interior**

Modifications are not permitted other than those explicitly stated in 5.6.1

5.6.2.3 **Exterior**

Modifications are not permitted other than those explicitly stated in 5.6.1

5.7 **ENGINES**

These regulations are based on power to weight which must be declared to the Classic VW Club management when a competitor registers for the series, respective to the class a competitor enters.

Power will be measured at the flywheel.

Weight will be measured with driver in full race apparel and fuel load post qualifying/race.

It is permitted to swap the standard engine to another engine from the VAG group. The organisers reserve the right to permit the use of any other engine, such permission to be obtained in writing from the Classic VW Club management prior to its use.

5.7.1 **Permitted Modifications**

5.7.1.1 **Cylinder Block**

Modifications are Free.

5.7.1.2 **Cylinder Head**

MODIFIED Class: Modifications are Free.

PRODUCTION Class: Modifications are Free however only hydraulic lifters and standard OEM valve sizes are permitted.

CLASSIC Class: Modifications are Free.

5.7.2 **Prohibited Modifications**

5.7.3 **Location**

Engines must remain in the standard OEM position.

It is permitted to use solid/poly engine mounts.

Any other modifications must have written permission from the organisers.

5.7.4 **Oil/Water Cooling**

Oil / Water Colling is Free but any extra cooling must be withing the original periphery of the original silhouette.

5.7.5 **Induction Systems**

MODIFIED Class:

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

Exemptions will be made if power/weight is adhered too, this will have to be confirmed in writing by the Classic VW Club management.

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

TFSI - K03/K04/hybrid turbo permitted

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

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

Vr6 3.2 24v - must use standard inlet manifold/throttle body, strictly no itb's.

Vr6 2.8 24v - free

8v/16v/20v - free

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

PRODUCTION Class:

Turbo cars to retain OEM size turbo for the model being raced.

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

TFSI - standard K03 turbo (hybrids prohibited) with std K03 it is permitted to run uprated hpfp/200 bar fuel rail pressure sensor/3 bar map sensor.

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

TDI -hybrid turbos permitted as long as power to weigh band is adhered to.

VR6 24v 2.8- permitted to run ITB's

VR6 24v 3.2- must run OEM inlet manifold/throttle body

2.0/1.8/1.6/1.4 naturally aspirated induction is free.

CLASSIC Class:

8v/16v/20v n/a induction is free

VR6 12v - free

VR6 24v 2.8- ITB's permitted

VR6 24v 3.2 - OEM inlet manifold/throttle body only.

SUPERCHARGED - OEM charger-free

1.8t- KO3/KO3s/KO4 (cannot run TFSI KO3 with conversion plate)

TFSI- if used in an engine swap must retain standard KO3 turbo.

5.7.6 **Exhaust Systems**

Exhaust system and manifold are free but must conform with NCR Ch.7 App.8.

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.

5.7.7 **Ignition Systems**

Ignition systems are free.

5.8 **SUSPENSIONS**

Suspension must be controlled to avoid fouling of wheels on chassis or bodywork as detailed in the NCR Ch.7 App.2 Art.1.14

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.

5.8.1 **Permitted Modifications**

Bushes are free.

Suspension is free.

Wishbones must remain standard for the model/platform being raced.

Mk1 golf platform may use tubular wishbones.

It is permissible to use modified bottom ball joints in the purpose of stopping ball joints 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.

Springs are free.

Shock absorbers are free.

Anti roll bars (ARBs) are free.

5.8.2 **Prohibited Modifications**

No other modifications are permitted unless specified in 5.8.1. All components and their fitment must comply with the technical regulations of the NCR.

5.8.3 **Wheelbase / Track**

As standard or as amended by permitted alterations.

5.9 **TRANSMISSIONS**

5.9.1 **Permitted Modifications**

MODIFIED Class:

Sequential gearboxes are permitted.

LSD permitted.

Any gear shift/linkage system is permitted.

DSG gearbox permitted, along with DSG remapping.

Driveshafts free.

PRODUCTION Class:

Must retain OEM gearbox/parts from any VAG model.

LSD permitted.

Standard gear linkage permitted.

Driveshafts free.

CLASSIC Class:

Sequential gearboxes are permitted

Dog engagement gearboxes are permitted

LSD permitted

Any gear linkage/system permitted.

5.9.1 **Prohibited Modifications**

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

5.10 **ELECTRICS**

Electrical systems and operations are free, subject to 5.10 and compliance with the NCR.

5.10.1 Exterior Lighting

Fog, spot, sidelight, indicators and headlights may be removed and replaced with blanks or ducting, but Vehicles must have some form of forward-facing light. Any form of forward-facing light is acceptable (not necessarily OEM headlight) headlamp blanks are permitted.

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

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

5.10.2 Bad weather light

An additional rear (Rain Lamp) must be fitted as per NCR Ch.7 App.5. Art.6.

5.10.3 Batteries

Battery must be capable of performing multiple starts.

Position/type is free so long as it conforms with the NCR.

5.10.4 Generators

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

5.11 BRAKES

5.11.1 Permitted Modifications

MODIFIED Class:

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

Caliper, disc and size are free

Pad material is free.

Brake bias valves are permitted.

PRODUCTION Class:

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

Disc size may be no bigger than 130% of the standard OEM size of the model being raced.

Pad material is free

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

Brake bias valves are permitted.

CLASSIC Class:

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

Caliper, disc and size are free

Pad material is free.

Brake bias valves are permitted.

5.11.2 Prohibited Modifications

Carbon discs are prohibited in all classes.

5.12 WHEELS/STEERING

5.12.1 Permitted Options

Wheels:

Road wheel material is free.

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

Stud/nuts are free.

Sizes:

MODIFIED Class – Maximum 10-inch width

PRODUCTION Class – Maximum 9-inch width

CLASSIC Class – Maximum 9-inch width

Steering:

Steering rack is free

Power steering may be added or removed

Steering locks must be removed

5.12.2 Prohibited Options

Split rims are not permitted.

No other items permitted.

5.13 TYRES

All classes must run Nankang AR1 as a dry tyre.

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

At any one time all four fitted tyres must be of the same make, model and type.

5.14 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 can be weighed at any point in the meeting and must comply with the stated weight on the registration form, failure to comply can lead to disqualification.

Vehicles will be weighed randomly throughout the year.

5.15 FUEL TANK AND FUEL

5.15.1 Types

The location of the fuel tank is free, subject to the requirements of the NCR.

The number of fuel pumps is free, subject to the requirements of the NCR.

It is permitted to fit a fuel take off / drain valve.

5.15.2 Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7 may be used, up to a maximum of 99RON (standard pump petrol or diesel). The use of any additives in any petrol is prohibited.

5.16 SILENCING

5.16.1 Specification

Vehicles must be silenced in accordance with NCR Ch.7 App.8.

5.17 COMPETITION NUMBERS/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 sun strip 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 provided per year, other sets will be available at a cost to the competitor.

Windscreen strip £30. Other decals from £5....

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Series Stewards and/or the National Court.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Unit 25, Wheatley Business Centre
Old London Road
Wheatley
Oxford
OX33 1XW
Tel: 01732 780100
www.brsc.co.uk