



2026 VW Audi Racing

Championship

Sporting & Technical Regulations

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Signed: _____
ANDREW SCHOFIELD - CHAMPIONSHIP COORDINATOR

Date: _____ 29/01/2026



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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

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

The style, get up and name of this Championship does not and is not intended to imply or indicate any affiliation or association with the owner of the Trademarks 'Audi' or 'VW'TT' or 'Audi TT Cup'. Those names, words and styles are merely nominative use to indicate the marque and type of Vehicles eligible to participate under these Regulations.

Motorsport UK Championship Permit No: CH2026/TBC

Race Status: Interclub

Motorsport UK Championship Grade: D

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 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 **Championship Co-ordinator**

Andrew Schofield

Tel: 07767 488121

Email: vwaudi@brscc.co.uk

1.2.1.1 **Clerk of the Course**

Luke Souch (or his nominated deputy)

Tel: 01732 780100

Email: luke@brscc.co.uk

1.2.2 **Championship Eligibility Scrutineer**

Ian Billett (or his nominated deputy)

Tel: 07342 286755

Email: ibillett@icloud.com

1.2.3 **Championship Clerk of the Course**

Luke Souch (or his nominated deputy)

Tel: 01732 780100

Email: luke@brscc.co.uk

1.2.4 **Championship Stewards**

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 Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship 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 members of the BRSCC
- (b) be registered for the Championship 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 Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, including confirmation of a valid medical certification, 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 Championship 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 Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

*Any competitor competing in any of the Classic VW Cup (CVWC) classes must also be members of the Classic VW Cup Group.

1.3.3 Deleted

1.3.3.1 Deleted

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

1.3.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) Be deemed "Guest Competitors" and will be placed in the Invitation Class (see Art.5.2.2)

- (b) Not score points and for the purpose of points scoring will be ignored

(c) Not Qualify for Event awards

(d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2(b), as appropriate.

(e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest. Priority of entry will be given to fully registered drivers.

1.3.6 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 VW Audi TT Cup Racing Championship will be invited to do so. Any driver wishing to compete in the Championship 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 Championship. Only invited drivers will be eligible to compete.

~~Drivers who reach the age of 45 years before the end of 2025 will have the right to compete for a Masters Trophy per round.~~

~~Should the driver wish to use a different car to the car previously used by them during the season, permission to do so must be requested in writing on each occasion, with such request being submitted to the Championship Coordinator. Such approval must be received by the competitor prior to them taking part in any competition using the new car concerned. Failure to comply may result in the matter being referred to the Championship Stewards. Article 4.2.6 of the championship regulations refers.~~

1.4.2 The Registration Fee is £195.00, payable to the BRSCC.

1.4.3 Race numbers issued at the time of registration will be the permanent Competition numbers for the Championship.

1.4.4 Registrations will be accepted from 15th January 2026 until the closing date for entries to the last round of the Championship.

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 Championship, 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 Championship 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 Championship Stewards which could lead to disqualification from the Championship. This will may 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 Championship promotion activities at the circuits, as requested by the organisers/co-coordinator.

1.5 CHAMPIONSHIP EVENTS

1.5.1 The **VW** Audi TT Cup Racing Championship will be contested at the following venues:

| ROUND | DATE | VENUE | ORGANISING CLUB |
|-------------|--|---------------------------|-----------------|
| 1 & 2 | 11 th April 2026 | Brands Hatch Indy | BRSCC |
| 3, 4 & 5 | 9 th & 10 th May 2026 | Snetterton 200 | BRSCC |
| 6 & 7 | 7 th June 2026 | Donington Park National | BRSCC |
| 8 & 9 | 11 th July 2026 | Oulton Park International | BRSCC |
| 10, 11 & 12 | 15 th & 16 th August 2026 | Brands Hatch Indy | BRSCC |
| 13, 14 & 15 | 12 th & 13 th September 2026 | Anglesey International | BRSCC |
| 16 & 17 | 10 th October 2026 | Silverstone International | BRSCC |

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

1.6 SCORING

1.6.1 Points will be awarded, per class, to Competitors listed as classified finishers in the Final Results as follows:

1st = **20**; 2nd = **17**; 3rd = **15**; then **13**; **12**; **11**; **10**; **9**, and decreasing by 1 point down through the results to the final positions, with a minimum of 2 points being awarded to starters who finish. All starters who fail to finish 1 point. **Fastest lap 1 point**.

~~Any competitor who has or will reach the age of 45 years by the end of the 2025 calendar year, will additionally compete for the Masters Trophy. The above points will also be adopted for competitors in the Masters Trophy.~~

1.6.2 The totals from all qualifying rounds of the Championship (excluding any races which are abandoned, and which are not replaced) less the 3 lowest scores will determine the final Championship points and also the Masters Trophy. Competitors disqualified from results for Sporting or Technical infringements may not use that (those) round(s) as discarded rounds for the purpose of Championship placings. Unless a competitor has duly entered and takes part in the final championship event, competitors will NOT be permitted to drop scores from the final event. ~~Dropped scores must also include any points for fastest lap accrued in respect of the dropped rounds.~~

- 1.6.3 Ties will be resolved in accordance with NCR Ch.4 App.3 Art.4.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Refer to Art. 1.3.5 regarding Guest Competitors.
- 1.6.6 All year end results are provisional until announced as official by the organisers, that includes tables published on all BRSCC official websites.

1.7 AWARDS

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

1.7.2 Per Event

Awards will be presented to 1st, 2nd and 3rd place finishers in each class.

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 Championship

Audi TT Cup Class: Trophies will be presented to the 1st, 2nd and 3rd highest placed Audi TT Cup competitors as shown in the end of season overall championship points table.

CVWC Classes: Trophies will be presented to the 1st, 2nd and 3rd highest placed CVWC competitors as shown in the end of season overall championship points table.

Open Classes: Trophies will be presented to the 1st, 2nd and 3rd highest placed Open Class competitors as shown in the end of season overall championship points table.

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

1.7.4 Presentations

Trophies will be provided for each meeting Event (as applicable) and shall be presented at the end of each round or at the drivers briefing of the subsequent meeting Event. End of season awards will be presented at a designated end of season presentation ceremony.

1.7.5 Entertainment Tax Liability

Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. 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, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 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 to allow them to be reallocated.

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

2. CHAMPIONSHIP EVENTS 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 Event 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 Event 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. All Reserves will practice (subject to NCR Ch.12 App.6 Art.3.6) 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 must notify competitors of the times and locations for all briefings in the Final Instructions for all Events meetings. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing they may be liable to a fine. Any Written briefing is an Official Document.

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 must 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 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 their 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 Grid Formation The grid for the first race of an event will be set by qualifying times. The grid for the second race will be set by the finishing order of the first race. For all triple header events, the grid for

the third race will be decided by a ball draw carried out by the Championship Coordinator and witnessed by a Clerk of the Course. The draw will be as follows:

In all cases, for the third race of a triple header, the competitor that finished P1 overall in the second race will start in 10th position on the grid, with the competitor finishing P2 overall in 9th and P3 overall in 8th. The draw will then dictate the remaining grid positions for race 3 and will be drawn from those who finished the second race in positions 4th through to 10th. The first ball drawn will see the corresponding competitor start on pole, the second ball will see that competitor starting in second, and so on until all seven balls have been drawn. All other competitors who finished P11 overall and below will start the third race from the corresponding grid position.

Any competitor who receives a grid place penalty which is to be applied to the third race in a triple header will have that penalty applied to the grid after it has been dictated by the ball draw.

Should any competitor(s) officially withdraw from the event after the grid for the third race is decided, the vacant grid slot(s) will be taken by the car(s) that are positioned behind it/them on the grid, and all remaining cars will move up accordingly. An official withdrawal being where a competitor has formally lodged their withdrawal with the Secretary of the Meeting or Clerk of the Course.

- a) Subject to a minimum number of 4 entries in the Audi TT Cup Class, the grids for all races will be formed in two parts allowing the first part of the grid to be started in advance of the second. The first part of the grid will include all competitors in the Audi TT Cup Class; the second part of the grid will include all competitors in the CVWC and Open Classes. Where possible, there will be a two-row gap between the two parts of the grid. The signal lights or starting flag will be used to start the first part and the second part started by use of a starting flag alone. The time delay between the two parts will be 10 seconds. NCR Ch.12 App.6 Art.6.15 refers.
- b) The grid positions for race 1 will be based on qualifying times. Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of NCR Ch.12 App.6 Art.3.1 are met. The competitor will then be required to start at the back of the respective part of the grid relating to the class of their vehicle.
- c) At a double header event, the class results from race 1 will determine the grid positions for race 2. Non-finishers from race 1 will start at the back of the respective part of the grid in race 2, their starting order amongst other non-finishers decided by race 1 grid positions. Non-starters from race 1 will start behind race 1 non-finishers at the back of the respective part of the grid for race 2, their starting order amongst other non-starters decided by race 1 grid positions.
- d) For the third race of a triple header event, the class results from race 2 will determine the grid positions for race 3. Non-finishers from race 2 will start at the back of the respective part of the grid in race 3, their starting order amongst other non-finishers decided by race 2 grid positions. Non-starters from race 2 will start behind race 2 non-finishers at the back of the respective part of the grid for race 3, their starting order amongst other non-starters decided by race 2 grid positions.
- e) In cases of a competitor receiving a grid place penalty or disqualification that will affect the grid of the next race, the consequences of such penalty will be applied to the respective part of the grid relating to the class of their vehicle.

f) In the event that there are less than 4 entries in the Audi TT Cup Class, the grid shall be formed by overall qualifying times for Race 1, overall Race 1 classification for Race 2, and for any event with a third race the overall classification of Race 2 will form the grid for Race 3. There will be no split on the grid, and all classes will start on a single starting signal.

2.3.5 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 (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 the grid prior to the start in formation as specified on the grid sheet. Grids may be formed in a 1 x 1 formation or in a staggered 2 x 2 formation depending on the venue and circuit layout.

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 lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.

III. After completion of the Green Flag Lap vehicles will resume their Grid positions for a standing start.

IV. A five second board will be used to indicate that the grid is complete after the green flag lap.

V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start. Art. 2.3.4 refers.

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 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. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident, hence supplementing the Light Panels.

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 [Event](#).

2.7.4 **Speed Limit**

The Pit Lane Speed Limit will be 60kph unless otherwise advised in event Final Instructions. NCR Ch.12 App.11 Art.3.6.a refers.

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. 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 Championship 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 a transponder 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.

2.10.2 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, or via Event Bulletin, and in driver's briefings.

In the event of any rounds being oversubscribed, the Organising Club may at their discretion divide the grid after qualifying into 3 separate Groups. To select which driver/car is placed into which group the following will apply. The driver with the fastest overall qualifying lap will be placed into Group A. The driver with the second fastest qualifying lap will be placed into Group B. The driver with the third fastest qualifying lap will be placed into Group C. The driver with the fourth fastest qualifying lap will be placed into Group A, and so on until all drivers have been allocated a Group. The Groups will then form 3 races whereby each competitor participates in two races as follows: Groups A & B / C & A / B & C. All 3 races will be eligible for full Championship points. Should this format be applied, grid positions for all races will be decided by qualifying times. A driver's fastest qualifying time will dictate their grid position for their first race, and their second fastest time will dictate their grid position for their second race.

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

- 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 Championship 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 Championship 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 the NCR and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9.
- 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 Championship.

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 CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

By registering for the Championship 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 Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include race bans through to Championship 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 Championship 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). NCR Ch.7 App.12 Art.1.5 applies.

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with NCR Chapter 2 and these Championship 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.2.2a+b.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR Ch.2 App.8 Art.2.2c.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP 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 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 Championship Stewards enquiry for an appropriate sanction to be considered. 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 Championship

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

Receive a verbal or formal warning from the Championship Organisers. Be required to apologise to your fellow competitor(s) and/or Official(s). In addition the Championship Stewards may impose further penalties, which could include: Suspension from participation of one or more championship events; disqualification from the championship 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 NCR Ch.12 App.10 Art.2.

4.2.4 Infringements of 2.13 (Onboard Cameras) may be liable to a Championship Penalty of a fine of up to £500.00 per offence, in addition to any penalty provided for by NCR Chapter 2.

4.2.5 If a competitor receives a penalty that includes licence points issued by the Clerk of the Course, a '3x multiplier' championship points penalty will be applied, whereby the number of points issued by the Clerk of the Course will be multiplied by three ~~and~~ that number of championship points will be deducted from the competitors championship total, even if this results in a negative score.

4.2.6 ~~Where a competitor changes car during the season without obtaining prior written permission from the Championship Coordinator (as outlined in Art. 1.4.1) the matter may be referred to the Championship Stewards. The Championship Stewards will, where they find the competitor guilty of such offence, apply the following penalty:~~

- a) ~~First offence:~~ deduction of championship points equal to the same number of points scored whilst using the 'new car' concerned.
- b) ~~Second offence:~~ deduction of championship points equal to double the number of points scored whilst using the 'new car' concerned.
- c) ~~Third offence:~~ Disqualification from the Championship.

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, ~~X (formerly 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 Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. 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, including the Technical Appendices for each class 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 Championship Organisers or Eligibility Scrutineer in advance of making modifications or changes to your car.

Where a technical issue is disputed, the decision of the Championship Organisers shall be final. This includes their acceptance or otherwise to allow participation in the Championship 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 Championship Organisers.

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 Championship 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 The VW Audi Racing Championship is a Championship open to competitors participating in any Volkswagen Audi Group manufactured vehicles, including commercial type vehicles (NCR Ch.7 App.2 Art.22.5 refers) subject to prior written approval of the Organisers. All vehicles participating in the championship must meet the technical regulations set out in this document and the relevant technical appendix for the class in which it is competing.

To ensure fair competition the Championship Organisers reserve the right to classify any vehicle into whichever Class they believe fair. The Championship Organisers reserve the right to permit or refuse an entry to any vehicle. The Championship Organiser's decision will be final.

The Championship Organisers reserve the right to permit a competitor to change their vehicle at any point during the season.

5.2.2 Class Structure

The Championship consists of three classes, incorporating designated subclasses. Additionally, the Championship Organisers reserve the right to accept an entry into the Invitation Class.

Audi TT Cup Class

Class TT: Vehicles originally built to compete in the Audi TT Cup Racing Championship, and complying with the technical regulations set out in Appendix 2.

CVWC Classes

All vehicles competing within any of the CVWC classes must comply with Appendix 3 of these regulations. 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. It should be noted that vehicle weights will be checked under post session parc fermé conditions.

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 200 bhp/tonne, and naturally aspirated vehicles may be of up to 220 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.

Open Classes

All vehicles competing within any of the Open Classes must comply fully with Appendix 4 of these regulations. Based on BHP per Tonne. BHP figures will be calculated at the flywheel, and weight calculated by weighing the whole car including all consumables, post-session fluids, and ballast (and **without** the driver). It should be noted that vehicle weights will be checked under post session parc fermé conditions.

Open A: Vehicles with a power to weight ratio of between 261 – 300bhp/tonne.

Open B: Vehicles with a power to weight ratio of between 221 – 260bhp/tonne.

Open C: Vehicles with a power to weight ratio of between 181 – 220bhp/tonne.

Open D: Vehicles with a power to weight ratio of between 141 – 180bhp/tonne.

Open E: Vehicles with a power to weight ratio of up to 140bhp/tonne.

Invitation Class

Any vehicle that the organisers consider to be unsuitable for placement in any of the above classes, or vehicles belonging to competitors not fully registered for the championship, but which in the organiser's opinion fits within the spirit of the championship. Competitors racing in the Invitation Class will be ignored for the purposes of race and class positions, points scoring and awards.

Irrespective of class, all Vehicles must comply with the requirements laid down in NCR Chapter 7, NCR Chapter 8, NCR Chapter 9 and NCR Chapter 12.

5.2.3 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 championship 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

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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 Championship unless the car is found to be in breach of these regulations and/or
- C) Seal the car and its components in accordance with the NCR 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.
- D) Any component(s) may at any time be sealed by or under the instruction of the Eligibility Scrutineer. Where fitted, and as of that instant those seals will be considered as a mandatory part of the eligibility compliance requirement for that vehicle. The validity of any seal fitted will remain effective for the entirety of the Championship season, or until the removal has been authorised in writing by the Eligibility Scrutineer.
- E) The unauthorised removal or breakage of a seal will render the vehicle non-compliant with these championship regulations. Submission of a previously sealed component(s) at any subsequent scrutineering inspection held within the 2026 Championship displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in Article 4.1 of these Championship Regulations, in accordance with NCR Ch.2 App.8 Art.1.23.

Should a previously sealed component(s) be replaced by another component then the following will apply:

The use of the replacement component(s) shall be at the discretion of the Eligibility Scrutineer, and only with prior permission.

The previously sealed component(s) may be inspected by the Eligibility Scrutineer to prove its compliance with the regulations.

The overseen removal, dismantling, stripping of 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.

The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal,

dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

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/championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting Event 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 NCR Ch.10 App.5 Arts.2.3-2.4.

APPENDIX 2 - 5. TECHNICAL REGULATIONS FOR THE AUDI TT CUP CLASS

(APP 2) 5.1 INTRODUCTION

The following Technical Regulations are specifically for the Audi TT Cup Class and 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 Championship Organisers or Eligibility Scrutineer in advance of making modifications or changes to your car.

(APP 2) 5.2 GENERAL DESCRIPTION

Audi TT Cup Racing cars are based around RHD UK supplied front wheel drive Audi TT 2.0 TFSI Mk2 (2006-2011, BWA 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 TT Cup Championship 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 fully 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, and 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.

Should a competitor wish to use a different car to the car previously used by them during the season, permission to do so must be requested in writing on each occasion, with such request being submitted to the Championship Organisers. Such approval must be received by the competitor prior to them taking part in any competition using the new car concerned. Failure to comply may result in the matter being referred to the Championship Stewards.

Where a competitor changes car during the season without obtaining prior written permission from the Championship Organisers the matter may be referred to the Championship Stewards. The Championship Stewards will, where they find the competitor guilty of such offence, apply the following penalty:

- a) First offence: deduction of championship points equal to the same number of points scored whilst using the 'new car' concerned.
- b) Second offence: deduction of championship points equal to double the number of points scored whilst using the 'new car' concerned.
- c) Third offence: Disqualification from the Championship.

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 contact the Championship Coordinator or 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 Parts List (App.2 Art.16). Tech Documents section here: <https://brscc.co.uk/formulae/audi-tt-cup-racing/> for the parts list.

Vehicles must comply with the General Technical Regulations contained within Chapters 7, 8, 9 and 12 of the NCR.

(APP 2) 5.3 SAFETY REQUIREMENTS

The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

The only permitted roll cage is the cage provided and fitted by SW Motorsports (and/or their approved agents), identified by Motorsport UK National ROPS certificate number UK/23/0219.

(APP 2) 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must be presented to a high mechanical and aesthetic standard, and which is acceptable to the Championship Organisers. Should the Championship 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.

(APP 2) 5.5 CHASSIS, BODYWORK, EXTERIOR & INTERIOR**(APP 2) 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 NCR Ch.12 App.13 Arts.1.3-1.4. The only tow cables and fitting brackets permitted are those supplied by SW Motorsports.

(APP 2) 5.5.2 General

All bodywork must be in good condition. The Championship 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 floor pan 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.

The aluminium foot plate as supplied by SW Motorsports must be installed to the driver's side foot well. A footrest 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 as per the model being raced and fitted, however fog lamp surrounds may be removed to facilitate fitting of brake cooling ducting. The standard front grill may be replaced by an aftermarket version; however, it must fit within the original front bumper aperture. If fitting an aftermarket grill, bear in mind that it will remain a requirement for a number plate sized mandatory sponsor logo to be positioned within the grill as per the standard OEM placement. The front bumper may have a slot cut into it on each side to facilitate the fitting of the wire tow straps using the bracket kit supplied by SW Motorsports. All engine under trays must be removed.

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 and fixings may be removed. No rolling of the wheel arches is permitted, no wheel spacers are permitted and wheel arches must not be modified in any way (other than removal of liners).

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 catches must be removed and replaced with safety units, which allow the bonnet to be opened from outside the vehicle. It must also be possible to open all the doors including the boot/tailgate from the outside. It is permitted to modify the interior tailgate pull cable to enable it to be accessed from outside of the car. If this has been done it is advised to identify the cable by way of a brightly coloured tab/handle and/or a "Boot Open" sticker placed next to the exposed cable. It is also permitted to remove the interior cable altogether; however the boot/tailgate lid must then be secured by external safety hooks or rubbers.

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

The SW Motorsports 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. It is permitted to fit a maximum of 2 external front splitter rods / stays to secure the front splitter. It is also permitted to further secure the front splitter by any means as long as fittings are behind or below the bumper.

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

(APP 2) 5.5.3 **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.

(APP 2) 5.5.4 **Modifications Prohibited**

(APP 2) 5.5.4.1 **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 aero dynamics of the body is prohibited.

(APP 2) 5.5.4.2 **Interior**

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

(APP 2) 5.6**ENGINE**

Only the BWA 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 internal polishing of any part, boring, lightening or balancing of any internal or external engine part.

Cylinder heads may be refaced to a maximum of -0.2mm from the OEM head height with Minimum head depth of 139.2.

Measurement taken from the unmodified cam carrier face of the cylinder head to the flat machine sealing face of the cylinder head.

Blocks may be refaced to a maximum of -0.2mm from the OEM block height.

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

Fitment of the SW Motorsport supplied crankshaft damper is permitted.

It is permitted to remove the complete swirl flap system from the air intake.

Only the standard Turbo is permitted. All turbos must have been sent to Turbo Technics for inspection, testing, refurbishment and sealing. If any turbo has not gone through this process, it will be deemed as non-compliant with these technical regulations. The turbo as sealed and supplied by Turbo Technics must not be altered or adjusted in any way, and any evidence that shows that this is not the case will render the unit as non-compliant with these regulations.

The SW Motorsports supplied Boost Logging System is Mandatory and must be fitted at all times. A fitting guide and set up guide will be provided. No aspect of the install or device/materials may be modified from supplied. If you are unsure please contact SW Motorsports.

The electronic BOV turbo valve may be replaced by a TurboSmart uprated part number TS-0223-1263 as supplied by SW Motorsports. Valve must carry the TTCR 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.

For manual gearbox cars, the Flywheel and associated parts must remain as standard. Lightning of the flywheel or clutch assembly is prohibited. The clutch cover and friction plate are free but must operate as standard and fit the standard flywheel without any modification being required.

The PCV valve can be deleted by way of fitment of the SW Motorsports supplied kit.

An upgraded oil pump may be fitted, however this must remain in the OEM position and operate as per the standard part.

(APP 2) 5.6.1**Oil/Water Cooling**

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Other than detailed in [APP 2 Art. 5.6](#), and the fitment of an engine oil cooler, 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.

[\(APP 2\)](#) 5.6.2 **Induction Systems**

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

[\(APP 2\)](#) 5.6.3 **Exhaust Systems**

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

[\(APP 2\)](#) 5.6.4 **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.

Black or red spec coil packs may be used.

Only the 2026 Audi TTCR ECU map is permitted, and at any time of choosing by the Championship Eligibility Scrutineer or their deputy, cars may be plugged into an Audi TTCR 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.

The organisers reserve the right to provide an exchange Championship Control ECU which must be fitted in place of the car's original ECU. The original ECU can be retained by the organisers for compliance testing, or it may be fitted to any other car as chosen by the organisers. There is no automatic provision for the original ECU to be returned by the organisers to the car it was removed from.

[\(APP 2\)](#) 5.6.5 **Fuel Delivery Systems**

Other than optional fitment of a dry-break fuel valve, the fuel system 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.

(APP 2) 5.7 SUSPENSIONS**(APP 2) 5.7.1 Permitted Modifications**

Other than the fitment of the BC Racing mandatory suspension and spring kit and optional SW Motorsports supplied 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. ONLY the springs as supplied with the mandatory suspension kit are permitted for use, these being: FRONT, either 150mm version with part number 150-12.S or 140mm version with part number 140-12.s. REAR: 150-18 and marked as 62-150-180. Only BC manufactured springs are permitted for use.

The only permitted service / repair agent for the championship mandatory suspension is SW Motorsports. Should it be found by inspection that suspension units have been opened or altered by any other party, the suspension unit will be deemed as non-compliant with championship regulations.

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 Championship 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.

Lower front suspension ball joint must be fitted to lower arm in accordance with factory specifications, it is not permitted to fit the lower joint on the opposite side of the lower arm.

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

Use of the rear subframe from the cabriolet model is permitted, subject to the subframe being from a model from the mandated age range of eligible cars (refer to [APP 2 Art. 5.2.1](#))

(APP 2) 5.7.2 Wheelbase / Track / Camber

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

(APP 2) 5.8 TRANSMISSIONS**(APP 2) 5.8.1 Gearbox**

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 RHD UK specification front wheel drive Audi TT 2.0 TFSI Mk2 (2006-2011, BWA Code engines only) petrol engine 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.

DSG gearbox oil coolers are free.

A gearbox cooler may be fitted. Type and pipework are free.

(APP 2) 5.8.1.1 Differential

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

(APP 2) 5.8.2 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.

(APP 2) 5.9 ELECTRICS

It is permitted to remove any redundant wiring, however this only applies where the section of wiring can be unplugged at both ends. It is not permitted to cut wiring to achieve removal of redundant wiring.

The Standard loom insulation may be cut back at the OBD Port or the Canbus unit located behind the glovebox to allow the Aim Data logging system to be soldered into the Canbus Signal feed wires.

Other than the above, the wiring loom must remain as standard and as supplied by factory, and any cutting or thinning of the loom is prohibited. 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. It is permitted to disable the steering YAW sensor by way of modifying the wiring. Contact SW Motorsports for further information.

The battery and fitting kit supplied in the mandatory parts kit must 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. The only option to this is the fitment of an alternative Motorsport UK compliant pull cable/push button cut off system in accordance with NCR Ch.7 App.5 Art.5.

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:

- 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, door locks and catches must remain in place but must be disabled as per the NCR.

It is mandatory that all Audi TT Cup Class TTCR 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 shown in the table below.

| Engine speed (RPM) | Injection Timing ms | High fuel pressure BAR | Low fuel pressure BAR | Lambda actual | Boost pressure Absolute | Lambda control |
|--------------------|---------------------|------------------------|-----------------------|---------------|-------------------------|------------------|
| 3000 | 6.3 | 115 | 4.8 | 0.88 | 1820 - 2000 | plus or minus 5% |
| 4000 | 6.88 | 115 | 4.8 | 0.86 | 1900 - 2100 | plus or minus 5% |
| 5000 | 6.6 | 115 | 4.8 | 0.85 | 1840 - 1990 | plus or minus 5% |
| 6000 | 5.6 | 115 | 4.8 | 0.85 | 1620 - 1790 | plus or minus 5% |
| 6900 | 4.8 | 115 | 4.8 | 0.85 | 1500 - 1660 | plus or minus 5% |

The only performance/data logging monitoring devices permitted are those manufactured/supplied by AIM Technology with direct Canbus Datalogging as a minimum.

When fitting an AIM system, it is permitted to reposition the OEM dash clocks and dash trim, however full OEM functionality must be retained.

(APP 2) 5.9.1 **Exterior Lighting**

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

(APP 2) 5.9.2 **Bad Weather Light**

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

(APP 2) 5.9.3 **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.

(APP 2) 5.9.4 **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.

(APP 2) 5.10 STEERING & BRAKES

(APP 2) 5.10.1 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 aftermarket type using the paddle shift bracket listed in the parts [list appendix](#). All airbags must be removed.

Other than by way of fitting the optional EBC Big Brake front kit as supplied by SW Motorsports, brake calipers must remain as standard. If retaining the standard braking system, brake discs must be made of steel and be dimensionally as supplied as standard by Audi for the model of car being raced. Drilled and 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.

If retaining the standard braking system, brake pad choice is free. If the optional EBC Big Brake front kit is fitted, any readily available brake pads may be used.

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. SW Motorsports supplied brake cooling ducts are recommended.

Brake backing plates may be removed or substituted for SW Motorsports ducted items. It is also permitted to fit OEM front brake ducts with part number 8V0407811/12.

The ABS system and brake servo must remain as standard and must be fully operational. It is permitted to bypass the ABS fuse, however ABS must remain fully operational at all times. Contact SW Motorsports for further information on the ABS fuse bypass process.

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.

(APP 2) 5.11 WHEELS & TYRES

The only permitted wheels are the 2Forge ZF1, 2Forge ZF6 or 2Forge ZF8 with the mandatory supplier being SW Motorsports.

The control tyre for the Championship is the Dunlop DZ03G (225/45R17).

The control tyre supplier is: Mr Tyre (Motorsport) Ltd Unit 1 Apex Centre, Lovell, Tamworth, B79 7TA. Tel: 01827 211021

2026 VW AUDI RACING CHAMPIONSHIP - SPORTING & TECHNICAL REGULATIONS

A total of 16 Dunlop DZ03G (225/45R17) tyres are permitted for use during the season on race days during qualifying and races. A maximum of 6 tyres may be nominated at the competitors first event.

The relevant identification bar codes for these tyres must be registered with the Eligibility Scrutineer through the official tyre allocation system prior to being used. At the time of practice, familiarisation or racing no other tyres may be fitted or used.

An additional patch may be attached to each tyre by the manufacturer to confirm purchase through the nominated supplier.

The Championship reserves the right to mark tyres to make tyres easier to identify.

If a car is involved in an accident or incident which has caused damage to the tyres it will be at the discretion of the Eligibility Scrutineer and/or a representative of the controlled tyre supplier as to whether extra tyres may be allocated for use. Additional tyres to be used will be on a like for like basis only. Damage caused by exceeding track limits will not be considered as accident or incident.

Only tyres that have been declared for the season may be used during official qualifying and racing.

At the start of each qualifying session or race, all tyres must have a minimum of 1.6mm tread depth remaining across at least the central $\frac{3}{4}$ tread area of the tyre, and around its full circumference. The Eligibility Scrutineer (or their appointed deputy) reserves the right to inspect, take tread depth measurements and photograph any tyre they believe to be non-compliant with the above description whilst the car is in the pre-session assembly area, and to advise the driver that should they take part in that session, a non-compliance report will be issued (irrespective of whether the car finishes the session or not).

Should any driver wish to have the compliance of any tyre confirmed ahead of taking part in an official session, they must request that their tyres are inspected by the Eligibility Scrutineer BEFORE taking their car onto the circuit.

Tyres may not be cut or altered in any way from that supplied by the manufacturer.

For wet weather racing, Race Wets or tyres from List 1A may be fitted for use (all 4 fitted tyres must be of the same brand, type and pattern at all times). Any such tyre will not be counted towards the maximum tyre allocation.

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 chemical mixture or gas that is placed in the vicinity of, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited.

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

(APP 2) 5.12 WEIGHTS

The minimum weight including driver in full race kit, along with residual fuel and fluids for both DSG and Manual models is 1280Kgs for the duration of the race meeting Event 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 front passenger

(APP 2) **5.13 FUEL TANK/FUEL**

(APP 2) **5.13.1 Types**

Original fuel tank must be used as per factory specification

(APP 2) **5.13.2 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.

(APP 2) **5.13.3 Fuel**

The Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7 a. and in compliance with BSEN228 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.

(APP 2) **5.14 SILENCING**

Must comply with NCR Ch.7 App.8.

(APP 2) **5.15 NUMBERS AND CHAMPIONSHIP DECALS**

(APP 2) **5.15.1 Positions:**

Competition numbers must comply with NCR Ch.7 App.10 and due to space constraints on window glass, a white rectangle of minimum dimensions 33cm high x 48cm width must be used with black 7" numbers on the leading edges of both of the doors of the car and positioned as per the decal plan as provided by the organisers.

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 and in reflective yellow.
- (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 Championship Co-ordinator must be fitted as and when required.

(APP 2) **5.15.2 Suppliers**

BRSCC and Championship Co-ordinator.

(APP 2) 5.15.3 Advertising

Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the championship sponsors as shown on the decal sheet. Championship 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.

(APP 2) 5.16 PARTS LISTS**(APP 2) 5.16.1**

| MANDATORY PARTS KIT |
|--|
| SW MOTORSPORTS ROLL CAGE TT CUP SPEC MULTIPONT |
| BC RACING TT CUP SPEC INVERTED COILOVERS |
| EBC BIG BRAKE KIT |
| DIRENZA AIR INDUCTION KIT |
| DIRENZA EXHAUST SYSTEM |
| QUAIFE LSD INC BEARINGS & BOLT KIT |
| POWERFLEX BUSH KIT |
| TT CUP REAR SPOILER KIT |
| TT CUP FRONT SPLITTER KIT |
| CARTEK BATTERY ISOLATOR |
| CARTEK FIA RAIN LIGHT |
| RAIN LIGHT BRACKET |
| RACE BATTERY VARLEY |
| RACE BATTERY TERMINAL CONES |
| 2FORGE 17" ALLOY WHEELS ZF1/ZF6/ZF8 X4 |
| DRIVER FOOT PLATE |
| DASH SWITCH PANEL |
| ALUMINIUM DOOR CARDS X2 |
| SEAT BASE & SIDE MOUNTS |
| HEAVY DUTY TOW CABLES X4 |
| TOW CABLE BRACKET KIT |
| SCUTTLE PANEL BRACKET |
| RACE BATTERY TRAY |
| MAPPED ECU EXCHANGE |

(APP 2) 5.16.2

| Optional Parts |
|---|
| Powerflex Upper & Lower Engine Mount Insert Black Series |
| Rear Camber Arm Adjustable TYPE A/B With SWM Lock Off Washers |
| SWM Solid Aluminium Shifter Bracket & Cable Linkage Bushings |
| SWM TTCR DSG Steering Wheel Paddle Shift Bracket FLAT & DISHED TYPE |
| SWM TTCR Splitter Support Bracket |
| TTCR Turbosmart TURBO BOV |
| SWM Wheel Stud & Nut Conversion Kit 75mm |
| SWM Audi TT MK2 - Front Upper Strut Brace |
| SWM Coolant Header Tank |
| SWM Sump Baffle & Oil Pump Kit |
| Engine Balance Shaft Delete Kit |
| Direnza Alloy Intercooler Kit & Hoses |
| SW Motorsports Front Brake Cooling Brackets |
| DSG Gearbox Oil Cooler Kit (FOR DSG CARS ONLY) |
| Momo Steering Wheel Boss Kit Adaptor |
| SWM MSA FIA Approved Weight Ballast Box & Ballast Plates |
| TTCR PCV Valve Delete Kit & Catch Can |
| TTCR Engine Harmonic Crank Pully Damper Kit |
| TTCR Billet Oil Pump |
| TTCR Rear Brake Discs |
| TTCR Replacement Downpipe Flexi |
| AIM Smarty Cam |
| BC Racing TTCR Damper Insert Front & Rear |
| SWM Adjustable Drop Links Front & Rear |

(APP 2) 5.16.3 OPTIONAL PART:

Turbo Blow Off Valve, Supplied by SW Motorsports must be as supplied with no modification allowed.

SPEC:

- Manufacture: TurboSmart
- Part number: TS-0223-1263
- Marked for Championship use with TTCR Logo



(APP 2) 5.16.4 OPTIONAL PART:

Harmonic Crank Pulley (Part Number: P/N 551211)

DO NOT PAINT OVER CHAMPIONSHIP ETCHING



(APP 2) 5.16.5 Mandatory Championship Wheels:

Spec:

- Size: 17 Inch x 8 inch
- ET: 35
- PCD: 5 x 112
- TTCR LOGO Etched
- Model: ZF1 or ZF6 or ZF8 2Forge
- Colour: FREE DO NOT PAINT OVER CHAMPIONSHIP ETCHING

EXAMPLE OF MANDATORY WHEELS WITH ETCHED CHAMPIONSHIP LOGO AS SUPPLIED BY SW MOTORSPORTS



APPENDIX 3 - 5. TECHNICAL REGULATIONS FOR THE CLASSIC VW CUP CLASSES

(APP 3) 5.1 INTRODUCTION

The following Technical Regulations are specifically for the Classic VW Cup (CVWC) Classes and 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 technical committee and anything that is not specifically either in these regulations or in any official championship bulletin is therefore strictly forbidden and will be regarded as a breach of championship regulations and will be dealt with accordingly.

(APP 3) 5.2 GENERAL DESCRIPTION

CVWC Classes are for CVWC registered members competing in Volkswagen Audi Group Vehicles modified in accordance with the following regulations.

Vehicles must comply with the General Technical Regulations contained within Chapters 7, 8, 9 and 12 of the NCR.

For any queries or questions regarding these regulations, please contact the CVWC Technical Committee or the Championship Eligibility Scrutineer.

(APP 3) 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. It should be noted that vehicle weight checks, at event engine power checks, and turbo boost checks will be carried out under post session parc fermé conditions.

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 200 bhp/tonne, and naturally aspirated vehicles may be of up to 220 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.

(APP 3) 5.2.2.1 Before competing in the Championship for the first time, all drivers must declare their car's minimum weight, maximum BHP (calculated at the flywheel), engine/gearbox/chassis/body specification, and for turbocharged cars their maximum turbo boost pressure figure. This information must be provided by completing the CVWC Vehicle Log Book form which can be found here: <https://www.classicvwcup.com/vehicle.php>

Additionally, competitors must supply a power test report (recommended to be carried out by Ricci Concept) to support the declared vehicle power.

(APP 3) 5.2.3 Examination of Vehicles

It must be noted that the declared minimum weight, maximum BHP figure and maximum boost figure will all be held on file and may be used for eligibility checking purposes. At any event and under parc ferme conditions, any car may be weighed, power tested or boost checked to ensure compliance with the declared figures.

Should any vehicle be found to be under its declared weight, it will be deemed to be non-compliant with these regulations, and the matter will be referred to the Clerk of the Course who will apply the appropriate penalty in accordance with Article 4 of these regulations.

The organisers reserve the right to power test any vehicle at any event. Should any vehicle be found to exceed their declared BHP figure, it will be deemed to be non-compliant with these technical regulations, and the matter will be referred to the Clerk of the Course who will apply the appropriate penalty in accordance with Article 4 of these regulations.

The organisers reserve the right to test the turbo boost levels any vehicle at any event. Should any vehicle be found to exceed their declared boost figure, it will be deemed to be non-compliant with these technical regulations, and the matter will be referred to the Clerk of the Course who will apply the appropriate penalty in accordance with Article 4 of these regulations.

Any scrutineer appointed by the organisers reserves the right to inspect/test or seal any component they see fit and/or demand power checks at a rolling road/dyno of their choice at any point during the season or at any event.

All costs in respect of the examination of vehicles will be the responsibility of the competitor. The organisers 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 written authority is provided by an appointed 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.

Multiple or switchable ECU maps are strictly prohibited. If there is any suspicion of multiple or switchable ECU maps being used, the organisers or Eligibility Scrutineer reserve the right to use any means necessary to investigate, and the competitor will be liable for any costs involved.

The organisers reserve the right to fit its club data logger or turbo boost pressure logger at any point throughout the Event to monitor parameters of its choice.

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

(APP 3) 5.3 SAFETY REQUIREMENTS

(APP 3) 5.3.1 The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

(APP 3) 5.3.2 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.

(APP 3) 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

(APP 3) 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).

(APP 3) 5.4.2 All parts must remain as Standard except for the modifications specifically permitted within these regulations.

(APP 3) 5.5 CHASSIS

(APP 3) 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.

(APP 3) 5.5.2 Lightening or reducing of chassis member strength is prohibited.

(APP 3) 5.5.3 Seam welding of the body shell is permitted.

(APP 3) 5.5.4 4WD chassis may be converted to 2WD subject to written approval by the Classic VW Club management.

(APP 3) 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.

(APP 3) 5.6 BODYWORK

(APP 3) 5.6.1 Modifications Permitted

(APP 3) 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 flame resistant material.

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

(APP 3) 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 flame resistant 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.

(APP 3) 5.6.1.3 Exterior / Body

Plastic windscreens are prohibited.

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.

(APP 3) 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.

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 (APP 3 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.

Bonnet vents are permitted for the purpose of cooling.

(APP 3) 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.

(APP 3) 5.6.2 Modifications Prohibited

(APP 3) 5.6.2.1 General

Modifications are not permitted other than those explicitly stated in APP 3 Art. 5.6.1

(APP 3) 5.6.2.2 Interior

Modifications are not permitted other than those explicitly stated in APP 3 Art. 5.6.1

(APP 3) 5.6.2.3 Exterior

Modifications are not permitted other than those explicitly stated in APP 3 Art. 5.6.1

(APP 3) 5.7 ENGINES

(APP 3) 5.7.1 Permitted Modifications

(APP 3) 5.7.1.1 Cylinder Block

Modifications are Free.

(APP 3) 5.7.1.2 Cylinder Head

MODIFIED Class: Modifications are Free.

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

CLASSIC Class: Modifications are Free.

(APP 3) 5.7.2 Prohibited Modifications

(APP 3) 5.7.3 Location

Engines must remain in the standard OEM position.

It is permitted to use solid/poly engine mounts.

(APP 3) 5.7.4 Oil/Water Cooling

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

(APP 3) 5.7.5 Induction Systems

MODIFIED Class:

Turbos must retain OEM turbo casing

1.8t - K03/K03s/K04 (cannot run TFSI K03/4 with conversion plate). Hybrid turbos are permitted.

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

PRODUCTION Class:

Turbos must retain OEM turbo casing

1.8t - KO3/KO3s/KO4 (cannot run TFSI KO3/4 with conversion plate). Hybrid turbos are permitted.

TFSI - standard KO3 turbo (hybrids prohibited) with std KO3 it is permitted to run uprated hpfp/200 bar fuel rail pressure sensor/3 bar map sensor.

TDI - hybrid turbos permitted as long as power to weight declaration 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

Turbos must retain OEM turbo casing

1.8t - KO3/KO3s/KO4 (cannot run TFSI KO3 with conversion plate). Hybrid turbos are permitted.

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

(APP 3) 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.

(APP 3) 5.7.7 Ignition Systems

Ignition systems are free.

(APP 3) 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 material to be added or removed or deformation to wishbones, uprights or hubs other than for the fitment of spherical bearings.

(APP 3) 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.

(APP 3) 5.8.2 Prohibited Modifications

No other modifications are permitted unless specified in APP 3 Art. 5.8.1. All components and their fitment must comply with the technical regulations of the NCR.

(APP 3) 5.8.3 Wheelbase / Track

As standard or as amended by permitted alterations.

(APP 3) 5.9 TRANSMISSIONS

(APP 3) 5.9.1 Permitted Modifications

MODIFIED Class:

Sequential gearboxes are permitted.

Straight cut / dog box 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.

(APP 3) 5.9.1 Prohibited Modifications

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

(APP 3) 5.10 ELECTRICS

Electrical systems and operations are free, subject to APP 3 Art. 5.10 and compliance with the NCR.

(APP 3) 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 a pair of working rear facing tail lights.

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

(APP 3) 5.10.2 Bad weather light

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

(APP 3) 5.10.3 Batteries

Battery must be capable of performing multiple starts.

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

(APP 3) 5.10.4 Generators

(APP 3) 5.11 BRAKES

(APP 3) 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.

(APP 3) 5.11.2 Prohibited Modifications

Carbon discs are prohibited in all classes.

(APP 3) 5.12 WHEELS/STEERING

(APP 3) 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

(APP 3) 5.12.2 Prohibited Options

Split rims are not permitted.

(APP 3) 5.13 TYRES

All classes must run Nankang AR-1 as a dry tyre.

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

At any one time all four fitted tyres must be either the mandatory fitment Nankang AR-1, or from List 1a, or full wets.

All Nankang tyres for use in the championship must be purchased only from the championship suppliers, this being Nankang Tyre UK Ltd.

To order tyres, call Nankang Tyre UK Ltd on 0121 500 5010.

(APP 3) 5.14 VEHICLE WEIGHT

All competitors must declare their minimum vehicle weight at point of registration. Should any vehicle be found to be under its declared weight upon inspection, it will be deemed to be non-compliant with these regulations. (App.3 Art.5.2.3 refers)

Any ballast fitted must be supplied by the Competitor and securely installed to the satisfaction of the Scrutineer in accordance with the NCR.

(APP 3) 5.15 FUEL TANK AND FUEL

(APP 3) 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.

(APP 3) 5.15.2 Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7, specifically Unleaded Petrol complying with BS EN 228, up to a maximum of 99RON, and Diesel complying with BS EN 590 (i.e. standard pump petrol or diesel), may be used. The use of any additives in any fuel is prohibited.

(APP 3) 5.16 SILENCING

(APP 3) 5.16.1 Specification

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

(APP 3) 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.

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.

APPENDIX 4 - 5. TECHNICAL REGULATIONS FOR VW Audi Racing Championship OPEN CLASS

(APP 4) 5.1 INTRODUCTION

The following Technical Regulations are specifically for the Open Class and 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 Championship Organisers or Eligibility Scrutineer in advance of making modifications or changes to your car.

Vehicles may be production-based that have been converted into a competition vehicle, or factory-built competition vehicles such as TCR Cars, subject to Article 5.2.1. This is not an exhaustive list, and the Championship Organisers reserve the right to accept or reject an entry to any vehicle.

By advance written agreement, the Championship Organisers retain the right to allow entry to competitors' vehicles not necessarily complying with the strict letter of the eligibility criteria, but which in their opinion adhere to the spirit of the championship. To ensure fair competition the Organisers also reserve the right to classify any vehicle into whichever Sub-Class they believe fair.

(APP 4) 5.2 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, post-session fluids, and ballast (and without the driver). It should be noted that vehicle weights will be checked under post session parc fermé conditions.

Open A: Vehicles with a power to weight ratio of between 261 – 300bhp/tonne.

Open B: Vehicles with a power to weight ratio of between 221 – 260bhp/tonne.

Open C: Vehicles with a power to weight ratio of between 181 – 220bhp/tonne.

Open D: Vehicles with a power to weight ratio of between 141 – 180bhp/tonne.

Open E: Vehicles with a power to weight ratio of up to 140bhp/tonne.

(APP 4) 5.2.1 Should any competitor request to have their car placed in a Class with a lower power/weight ratio than that of the class their car would naturally fall into, correctly fitted ballast may be used to achieve this, but only with written agreement of the Organisers and championship eligibility scrutineer. Ballast weight will be logged and may be sealed in place by the championship eligibility scrutineer.

(APP 4) 5.2.2 Before competing in the Championship for the first time, all drivers must declare their car's minimum weight and maximum BHP (calculated at the flywheel). This information must be provided when completing the VW Audi Racing Championship Registration process.

Failure to fully complete the above steps will result in your car being deemed ineligible for any Open Class, and the entry will be treated as Invitational. Art. 5.2.2 applies.

(APP 4) 5.2.3 Examination of Vehicles

It must be noted that the declared minimum weight and maximum BHP figure will be held on file and may be used for eligibility checking purposes. At any event and under parc ferme conditions, any car may be weighed and/or power tested to ensure compliance with the declared figures.

Should any vehicle be found to be under its declared weight, it will be deemed to be non-compliant with these regulations, and the matter will be referred to the Clerk of the Course who will apply the appropriate penalty in accordance with Article 4 of these regulations.

The organisers reserve the right to power test any vehicle at any event. Should any vehicle be found to exceed their declared BHP figure, it will be deemed to be non-compliant with these technical regulations, and the matter will be referred to the Clerk of the Course who will apply the appropriate penalty in accordance with Article 4 of these regulations.

(APP 4) 5.2.3.1 The organisers reserve the right to order that a competitor provide (within a determined period of time) a dyno power graph. The dyno power graph must include details of the power testing location, date, vehicle information.

The organisers or eligibility scrutineer reserves the right to inspect/test or seal any component it sees fit and/or demand power checks at a rolling road/dyno of their choice at any point during the season or at any event.

Failure to comply may result in the organisers refusing registration and/or entry.

Should any vehicle subsequently be modified in any way that might affect the competitor's original bhp/tonne declaration, it is the competitor's responsibility to inform the Organisers of this prior to placing an entry.

To ensure compliance with the Class structures, the Organisers reserve the right to instruct any competitor to present their vehicle to any on-site dyno facility as chosen by the organisers for power testing at any time throughout any Event.

Failure to comply with the Organisers instruction to present a car for power testing through any Event, may result in immediate disqualification from the results for that event.

The competitor is fully responsible for presenting it to the dyno facility provider with all fluid levels checked and correct, and all mechanical aspects of the car in a suitable condition to allow it to be safely tested (multiple times if required). Vehicles will be tested in accordance with the dyno facility provider's normal processes. Should any competitor have any concerns about either their vehicles' ability to complete a test, or the manner in which it is / has been tested, they must raise these concerns immediately with the dyno facility provider's staff and the Organisers. Neither the dyno facility provider nor the Organisers will accept any liability for any mechanical failure or breakage that may occur through power testing or at any time afterwards.

The Organisers (in addition to any other powers they may hold under these Regulations) reserve the right, before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. 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 reserve the right to re-inspect any car at any time during the course of the season.

In relation to any part of the above, the competitor will be liable to cover all relevant and received expenses costs in relation to the required process, and for any necessary personnel in attendance for any such vehicle tests or inspections, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

(APP 4) 5.2.4 Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details, bhp/tonne declaration, and with the technical regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations.

(APP 4) 5.3 SAFETY REQUIREMENTS

The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

(APP 4) 5.4 GENERAL TECHNICAL REQUIREMENTS

All vehicles must be presented to a high mechanical and aesthetic standard, and which is acceptable to the Organisers. Should the Organisers consider that any vehicle does not meet their acceptable standard, they reserve the right to disqualify it from any event, or to instruct that the competitor brings it up to an acceptable standard within an agreed period of time. Failure to do so may result in the Organisers using their absolute discretion to refuse future race entries.

(APP 4) 5.5 CHASSIS & BODYWORK

Free, subject to compliance with all relevant articles of the NCR with regard to bodywork additions, wings, splitters, ground clearance. It is not permitted to tape or seal bodywork panel gaps. Apart from the addition of Motorsport UK compliant body parts and aerodynamic aids, the silhouette of the car being raced must remain generally as standard for the VAG model as originally manufactured.

Partial tubular spaceframe/subframes are permitted, but only where these are integrated within the original chassis. For the avoidance of doubt, fully space framed chassis cars including "silhouette" type race cars are not permitted.

(APP 4) 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 NCR Ch.12 App.13 Arts.1.3-1.4.

(APP 4) 5.5.2 Windows, Sunroof, Folding Roofs

All glass windows may be replaced with plastic / polycarbonate. The application of colourless window film to the interior surface of glass windows is permitted. For any car originally fitted with a sunroof or folding fabric roof, NCR Ch.12 App.13 Art.11.8 will apply.

(APP 4) 5.5.3 Mirrors

All cars must be fitted with at least two externally mounted rear view mirrors. It is highly recommended that at least one interior mounted rear view mirror is also fitted.

(APP 4) 5.6 ENGINES, GEARBOXES, TRANSMISSIONS

(APP 4) 5.6.1 Engines

Engines must only be those originally manufactured for and fitted to VAG models, however not necessarily the model of competition vehicle they are fitted to.

Engine components are free, subject to compliance with the NCR. The engine must be located in its OEM position and orientation within the car.

(APP 4) 5.6.2 Oil/Water/Cooling

Engine, gearbox and transmission cooling is free, subject to compliance with the NCR.

(APP 4) 5.6.3 Gearboxes

Gearboxes are free. The gearbox must however be located in its OEM position and orientation within the car. Gearchange mechanisms and controls are free.

(APP 4) 5.6.4 Transmissions

Transmission and differentials are free. They must be located in their OEM position within the car. Welded differentials are not permitted.

(APP 4) 5.7 Induction Systems

Induction systems including the inlet manifold are free, however if the crankcase breather is not of the recirculating type, it must vent directly into a catch tank complying with NCR Ch.12 App.13 Arts.8.2-8.3.

(APP 4) 5.8 Ignition systems and ECU

Ignition systems, engine management systems and ECU's are free, subject to compliance with the NCR.

Where any car may be fitted with multiple or switchable ECU maps, the declared maximum power of the car being raced MUST be that of the ECU map which delivers most engine power.

(APP 4) 5.9 Exhaust Systems

The exhaust system, including the manifolds is free subject to NCR Ch.7 App.8 (Exhaust Silencing and Noise Testing).

(APP 4) 5.10 SUSPENSION

(APP 4) 5.10.1 Suspension systems are free, subject to compliance with APP 4, Art. 5.10.2 and the NCR.

(APP 4) 5.10.2 It must not be possible, and it is not permitted for the driver to be able to make any changes to the suspension settings whilst seated in the cockpit of the car.

(APP 4) 5.11 ELECTRICS

Electrical systems and operations are free, subject to APP 4 Arts. 5.11.1-5.11.5 and to compliance the NCR.

(APP 4) 5.11.1 Rear facing rain lights must be fitted as details in NCR Ch.7 App.5. Art.6.

(APP 4) 5.11.2 All cars must be fitted with 2 fully operational brake lights. All other external lights are optional with the exception of APP 4 Art. 5.11.1).

(APP 4) 5.11.3 A battery and electric starter motor must be fitted, with the battery capable of repetitive starts.

(APP 4) 5.11.4 A fully operation engine pulley driven alternator must be fitted and connected so that onboard battery charging functionality is retained.

(APP 4) 5.11.5 A front windscreen wiper motor and fully operational front windscreen/wipers must be fitted and these must comply with the NCR.

(APP 4) 5.12 Interior

Free subject to compliance with the NCR.

(APP 4) 5.13 Seats and Safety Harnesses

All seats and safety harnesses must comply with the NCR. It is recommended that harness systems should have a minimum five point attachment, in accordance with NCR Ch.7 App.7 Art.8.1.

(APP 4) 5.14 BRAKES

(APP 4) 5.15 WHEELS / STEERING

(APP 4) 5.15.1 Wheel sizes and materials are free, subject to compliance with the NCR.

(APP 4) 5.15.2 Steering is free, subject to compliance with the NCR.

(APP 4) 5.16 TYRES

(APP 4) 5.16.1 Tyres may be:

- Treaded tyres from list 1a, 1b or 1c of NCR Ch.8 App.4
- Racing Wets

(APP 4) 5.16.2 At any one time all four fitted tyres must be from the same list 1a, or list 1b, or list 1c, or full wets.

(APP 4) 5.16.3 Re-cutting, re-grooving or in any other way modifying the standard manufacturer's tread pattern is not permitted, nor is the buffing or removal of the manufacturer's sidewall information or data.

(APP 4) 5.16.4 The use of tyre heating / heat retention devices, and/or any chemical means of altering the tyre compounds are prohibited.

(APP 4) 5.17 WEIGHT

Weight is free, subject to complying fully with the vehicle weight as declared as part of the championship registration process.

To ensure compliance with the Class structures, the Organisers reserve the right to instruct any competitor to present their car to any on circuit weighing facility chosen by the Organiser at any time throughout an Event. Failure to comply with the Organisers instruction to present a vehicle for weight testing through any Event, will result in immediate disqualification from the official results for that event. Any such disqualification will be continued until such time as the competitor can satisfy the Organiser that the weight of their vehicle is in line with their bhp/tonne declaration.

Ballast is permitted to achieve the declared minimum weights for each class, but must be clearly labelled and securely fitted in the passenger side foot well or passenger seat position by way of a minimum of four M8 bolts (any ballast used must comply with, and be fitted in accordance with the NCR Ch.7 App.2 Art.19.

(APP 4) 5.18 COMPETITION NUMBERS DECALS

Championship approved decals including VW Audi Racing Championship and other sponsor decals must be displayed clearly, whilst practising or racing, in the correct positions as instructed by the Organisers. BRSCC Decals must be clearly displayed on both sides of the vehicle at all times.

(APP 4) 5.18.1 Race numbers must be displayed clearly on the front and both sides of the vehicle at all times, and must be compliant with either NCR Ch.7 App.10 or NCR Ch.12 App.5. The Organiser may advise the most suitable option based on the type of car being raced.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship 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

CHAMPIONSHIP COORDINATOR

Andrew Schofield
Tel: 07767 488121
Email: vwaudi@brsc.co.uk

CLASSIC VW CUP GROUP CONTACT

Chris Adams
Email: chris.classicvwcup@gmail.com

LICENCED ELIGIBILITY SCRUTINEER

Ian Billett (*or his nominated deputy*)
Tel: 07342 286755
Email: ibillett@icloud.com

6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and their agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the **VW** Audi TT Cup Racing Championship Regulations and not to act in a manner that could be considered to bring the Championship, 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 Championship. The decision of the Championship 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 Championship Clerk of the Course or Championship 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 Championship 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 Championship Registration form each entrant agrees that BRSCC and the sponsors of the 2026 Championship may make use of their activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Championship must be referred to as 'Audi TT Cup Racing' in all competitor's own literature and communications.

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

- 6.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC in the promotion of the Championship 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 Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship 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 Championship 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 Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

APPENDIX 1 – Race With Respect

APPENDIX 1



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

