



Superpro V.A.G Trophy 2011 Sporting & Technical Regulations



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**Signed** \_\_\_\_\_ **Date** \_\_\_\_\_



## Superpro V.A.G Trophy 2011 Sporting & Technical Regulations

### 1. TITLE & JURISDICTION

- 1.1 The Superpro VAG Trophy Championship is organised and administered by MSVR and promoted by Golf GTI Racing Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No. **CH2011/R104**

Race Status: **National B**

MSA Championship Grade: **C**

### 1.2 Officials:

- 1.2.1 Championship Coordinator:

John Hillon, GTI Racing, No.100 Bondgate, Castle Donington, Leicestershire, DE74 2NR

- 1.2.2 Licenced Eligibility Scrutineer: Barry Kennedy

- 1.2.3 Championship Stewards:

Mike Dixon, Bill Shewan, Rick Smith, Len Pullen  
Any three of the above may reach a decision

- 1.2.4 Clerk of the Course: Brian Poulter

### 1.3 Competitor Eligibility:

- 1.3.1 Entrants must be members of MSVR and be registered for the Championship. Membership of MSVR is free on entry to an event.

- 1.3.2 Drivers must hold a valid MSA National B (or higher grade) Race Licence or be a professional driver in possession of a valid Licence (featuring an E.U flag) & medical issued by the ASN of a member country of the European Union H 26.2.1. Motorsport Ireland licences are acceptable in accordance with MSA GR H26.1.5

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

### 1.4 REGISTRATION

- 1.4.1 All drivers must register for the Championship by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered.

- 1.4.2 Registration for the Championship is £85, forms available from the Championship coordinator.

- 1.4.3 Registrations will be accepted from 1<sup>st</sup> April 2011 until the closing date for the last round of the Championship.

- 1.4.4 Registration numbers will be the permanent Competition number for the Championship.

- 1.4.5 Change of Registered Vehicle: Should any driver wish to change his vehicle from the one originally registered for the current season, application must be made to the Championship Coordinator (1.2.1) together with a completed Registration Form. If the request means that the new car remains in the same class, the points accrued in both Class & overall will remain. If the request means that the new car is in a different class, the overall points accrued will remain but Class points



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will not carry forward, however points up until the change will remain in place. A request to change will be considered during an event, 3.1.3 applies.

### 1.5 CALENDAR

The V.A.G. TROPHY will be contested over the following events:

Date	Circuit	Organising Club	Races
April 2/3	Donington	MSVR	2
Apr 30/May 1	Brands Hatch Indy	MSVR	2
June 18	Castle Combe	CSRC	1
August 20/21	Brands Hatch GP	MSVR	1
October 15/16	Snetterton 300	MSVR	2

### 1.6 SCORING:

All drivers will compete for the VAG Trophy, with Awards as per 1.7 below.

Points will be awarded in each class to Competitors listed in the Final Results as follows: 15; 12; 10; 9; 8; 7; 6; 5; 4; 3; all other finishers 2. All non-finishers 1. Fastest race lap in each class 1. If there are less than 5 starters in a class, the points scoring will be: 12; 10; 9; 8. If there is only one starter in a class, there will be no point awarded for fastest lap.

The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 1 will determine the final championship points positions.

Ties shall be resolved by, when more than one competitor have equal totals, adding their next highest or subsequent highest scores until a conclusive result is found. If that fails to find a winner, the highest number of best results shall be taken into account.

### 1.7 AWARDS:

1.7.1 All awards are to be provided by Golf GTI Racing unless agreed otherwise.

1.7.2 Per Round: 1 or 2 drivers in class - 1st place award only. 1 to 3 drivers - 1st & 2nd place trophy. 4 or more - 1st, 2nd & 3rd place trophies

1.7.3 Championship: Trophies to:-  
1st, 2nd & 3rd overall.  
1st, 2nd & 3rd in class.

1.7.4 Bonuses:  
Per Round: not applicable.  
Championship: not applicable

1.7.5 Presentations: Garlands and Trophies are to be provided for presentation at the end of each race.

1.7.6 Entertainment Tax Liability:

In accordance with current government legislation, Golf GT Racing is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, Golf GTI Racing is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.



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Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

- 1.7.7 Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to Golf GTI Racing Ltd Competitions Secretary in good condition within 7 days.

### **2 SPORTING REGULATIONS - JUDICIAL PROCEDURES**

- 2.1 Rounds: In accordance with Section C of the 2011 MSA Yearbook and these regulations.
- 2.2 Championship: In accordance with Section C of the 2011 MSA Yearbook and these regulations.

### **3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**

#### **3.1 ENTRIES**

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made in accordance with D25.1.12 after the publication of Entry Lists with Final Instructions, the Competitor concerned may be accepted (see also 1.4.5)
- 3.1.4 The entry fee for each round shall be as per the Supplementary Regulations.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Organisers, at their discretion run Qualification races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order irrespective of class. 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 Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or 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 Course.
- 3.1.7 Acceptance of Entries: Up to Closing Day, Race meeting organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by closing day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum



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has not been reached by closing day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.

### 3.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### 3.3 PRACTICE:

The minimum period of practice to be in accordance with MSA Regulations.

Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

### 3.4 QUALIFICATION:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

### 3.5 RACES:

The standard minimum scheduled race distance shall be 15 minutes (double header) and 20 minutes (single header) whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points-scoring round.

### 3.6 STARTS:

Unless modified by the Organising Club's Standing Regulations, Final Instructions or by bulletin the following regulations shall apply:-

- 3.6.1 There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
- 3.6.2 Start Procedure: A 'one minute' board will be shown, followed by a '30 second' board; the Green Flag will then be waved from the start line to commence the green flag formation lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the start line to allow the grid to close up. Drivers should resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation Q 12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the main race. In the event of the failure of these lights a National Flag will be used to start the race.
- 3.6.3 Any car removed from the grid or driven into the pits after leaving the Assembly Area 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 exit lane whichever is the later.



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- 3.6.4 Excessive weaving to warm up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

### 3.7 Race Stops

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline 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 starting grid area which will automatically become a Parc Ferme area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

- 3.7.2 Case A - Less than two laps completed by Race leader.

The Race will be 'no contest'. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.3 Case B - More than two laps completed by Race Leader but less than 75%

The Race will restart from a grid set out by the finishing order of part one, (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

### 3.8 RE-SCRUTINY:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

### 3.9 PITS & PITLANE SAFETY:

- 3.9.1 Pits. Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pitlane: 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 all due care and drive at minimum speeds in pitlanes.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Pit Lane Speed Limit will be 60 kmh unless otherwise notified.

### 3.10 RACE FINISHES:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as



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instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

### 3.11 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

### 3.12 TIMING MODULES

The Superpro VAG Trophy utilise AMB transponder-based timing and competitors **must** have a compatible transponder fitted and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from TSL Timing.

### 3.13 QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so. Procedures will be as published in the Final Instructions for the events concerned.

### 3.14 SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations. The Clerk of the Course has the option to deploy the Safety Car in practice, qualifying and races.

### 3.15 CANCELLED/ABANDONED RACES:

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The Organisers will use its best endeavours to find space in another race meeting in the same season in order to run a replacement championship round; preference will be given to a race meeting where the affected formula is already scheduled to race. No change of vehicle or class will be permitted without the permission of the Championship Stewards and then only in exceptional circumstances.

A: The qualifying session for a race/s does not take place.

Entry for the replacement race will be restricted to those who were 'signed on' for the race which is being replaced. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

B: The qualifying session for a race/s has taken place, but the race did not come under starters orders.

Entry for the replacement race will be restricted to those who were qualified for the race which is being replaced. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

C & D below apply if a race is 'red flagged' once.

C: A race is 'red flagged' before the leader has completed two laps, but there is no time available to implement MSA regulation Q 4.4.3.

The replacement race will be in accordance with MSA regulation Q 5.4.3. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

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D: A race is 'red flagged' after the leader has completed two laps but less than 75% of its duration, but there is no time available to implement MSA regulation Q 5.4.3. If the Clerk of Course decides that a replacement race should be run it will be in accordance with MSA regulation Q 5.4.3. If no space can be found for a replacement race, a result will be declared retrospectively based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag and only cars which were under their own power at the showing of the red flag will be classified.

If a race is 'red flagged' twice and the second red flag is before the leader has completed two laps, the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of championship scoring rounds will be adjusted accordingly.

### **4 CHAMPIONSHIP RACE PENALTIES:**

#### 4.1 Infringements of Technical Regulations:

##### 4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.3.

##### 4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (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 Regulation C3.5.1 (c).

##### 4.1.3. Additional specific championship penalties:

**INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS and the Sporting Regulations issued for the Championship:**

##### 4.1.3i The Clerk of Course may impose any or all of the penalties set out in MSA Regulation C 3.5.1.

4.1.3ii In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

4.1.3iii The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation Q 12.6.

4.1.3iv Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with MSA regulations, will receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Championship have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.

The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pit lane etc) or the offence occurs at the final meeting of the season, a time penalty of no



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less than 5 seconds and no more than 10 seconds will be added to the elapsed race time of the competitor.

### 5 TECHNICAL REGULATIONS

#### 5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA 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 will be personally and solely responsible for ensuring that their cars comply with these regulations for each event at which they are entered. Queries concerning eligibility should be referred in writing to the Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

a) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as: - 'The specified component from the manufacturers parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche or electronic parts system, subject to any consolidation of parts records which incorrectly implies that such parts were used for period manufacture.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. Where parts have been superseded on the manufacturer's parts list, approval must be given by the organisers before the new part can be used.

b) **Standard Part.** Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

c) **Standard Pattern Part.** Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non original equipment supplier that is fully interchangeable with the standard part. d) Homologation papers, including VO, VK or ES extensions, will not be accepted as proof of specification of any components.

#### 5.2 GENERAL DESCRIPTION

5.2.1 The Superpro V.A.G. TROPHY CHAMPIONSHIP is for Competitors participating in 'hatchbacks', saloons, estates, coupes and van's (subject to MSA Bluebook compliance) from either of the following V.A.G. companies:- Volkswagen, Audi, SEAT and Skoda and must have been in Championship production in, or before 2005. There is no requirement for MOT, road tax or insurance. Cars will compete in four classes based on states of modification and assumed performance level.

Vehicles which raced in the German Beetle Cup which retain all the features listed in Appendix E are permitted provided that they run at the weights dictated by Appendix B + Appendix C.

Vehicles which raced in the Seat Leon Cupra 'R' Cupra Cup series without further modification can race in the "Leon Cup Cars" category (reference Appendix B, Class A, "Leon Cup Cars" and compliant with the 2005 SEAT Sport UK Technical Manual). It is understood that various seals may have been removed over the years which is permitted, provided that the car still has the standard Skynam ECU, complete with the standard Leon Cup seal. Alternatively, Leon Cup cars can race in engine category 13 (reference Appendix B, Class A, "13"), but must add 50kg to the category 13 minimum weight to take into account the Seat Sport suspension components and extended front wheel arches.

The following exceptions to the 2005 SEAT Sport UK Technical Manual are agreed:

- Engine and gearbox oil shall be free.

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- The seat & seat mount manufacturer (Page 9) shall be free but must comply with MSA regulations.
- The loan engine scheme set out on Page 19 is not applicable
- The loan/replacement gearbox scheme set out on Page 37 is not applicable
- Data logger is optional and supplier is free (Page 41)
- Brake friction material supplier is free
- Brake disc manufacturer is free so long as the original pattern is retained (Page 42)
- Pattern part master cylinders may be used (Page 43)
- Wheel manufacturer is free so long as the wheel dimensions are retained
- Pattern exhaust systems are permitted providing the original design is maintained and meets MSA regulations (Page 46)

R32 Golfs which have been converted to 2 wheel drive are permitted to use the multi link rear suspension fitted with the original 4 wheel drive system, but will carry an extra 40kg over the relevant minimum weight.

Models that were in production after 2005 must run to a specification in production before 31st December 2005 except where changes are specifically allowed in these regulations. The onus is on the competitor to prove that the specification of the vehicle was available before this date.

Cars entered in Class C must comply to MSVR Mk2 Golf GTI Championship regulations or to Mk3 Golf GTITDI Challenge regulations, these can be obtained from Golf GTI Racing Limited.

### 5.2.2 Classes:

Class A – See Appendix B

Class B – See Appendix B

Class C1 – 8v / TDI MSVR Mk3 GTITDI Challenge, 8v Mk2 Golf GTI Championship Cars.

Class C2 – 16v MSVR Mk3 GTITDI Challenge & 16v Mk2 Golf GTI Championship Cars.

Should the performance of any car or type of car deem it necessary, the organisers reserve the right to restrict cars by any means it sees fit e.g. air restrictor, throttle body size, ballast, boost pressure limiter or rev limiter, by giving 21 days notice.

A log book, available on request from Golf GTI Racing Ltd, must be completed in full and returned to the organisers for vehicles racing in Classes A, and B.

### 5.3 SAFETY REQUIREMENTS: (REFER TO 5.1)

The following articles of MSA safety criteria regulations will apply:- section K: appendix 2 drawings 3 or 4, plus side-entry bar on drivers side as a minimum requirement, k 2.1.3 six point, table 3 (b), k 5.1, k 5, k 2, 6, k 8-10, k 12, k13 & 14. Extinguishers must comply with MSA regulation k3.1.2 (a) table 3. Seat belts must be FIA homologated in accordance with Q 19.14.2.

### 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS: (REFER TO 5.1)

All cars must comply with the requirements of sections J and Q of the current MSA yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained

### 5.5 CHASSIS: (REFER TO 5.1)

A front strut brace may be bolted or welded to the top of the front turrets.

#### **Class A**

No chassis stiffening is permitted except that derived from the fitting of the roll cage and seam welding. Extensions to the roll cage are permitted through the front bulkhead, but may not extend past the upper suspension point.

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### Class B

No chassis stiffening is permitted except that derived from the fitting of the roll cage using only the six mounting feet inside the car, and a 3mm thick plate welded to the chassis to which the cage is mounted in accordance with MSA K 1.3.2. The roll cage must not be fixed directly to the suspension mounting points. Seam welding, strengthening of mounting points and changes in component material of the body shell or panels is prohibited.

### 5.6 BODYWORK: (Refer to 5.1)

#### 5.6.1 Modifications Permitted:

5.6.1.2 **Interior:** All interior trim may be removed. Drivers' seat may be replaced. Passenger and rear seats may be removed. If inner door trim panels are removed, the inside of the door must be neatly covered with sheet aluminium or some other suitable material. The drivers door window must remain operable by the driver whilst normally seated or, if plastic windows are fitted, they must contain an aperture that enables the driver to make hand signals and must comply with MSA regulation J5.20.8. Instruments may be changed or added to. An interior rear view mirror to the left of the driver (or to the right in the case of LHD).

5.6.1.3 **Exterior:** Fog, spot or driving lights (not headlights even if dual headlights are fitted, or sidelights or indicators) may be removed as may any manufacturers 'knock out' panels below front bumpers for the fitting of auxiliary lights and the apertures may be used for cooling. Wheel arches may have the reverse edge rolled back for tyre clearance.

In addition to these permitted modifications Class A cars may modify Inner wings for tyre/driveshaft clearance, and shorten wheel arches back to the first swage line or by a maximum of 20mm if there is no visible swage line. Shortened arches must either be folded back or welded to the inner arch in order to avoid producing sharp edges; there must be no sharp edges. It is permitted to replace side windows and rear window with plastic windows of minimum thickness 4mm. If plastic windows are used the drivers window must remain fully functional or contain an aperture for the purpose of hand signals. In addition to this Class A cars may fit rear spoilers provided that they do not alter the silhouette as viewed from the front of the car, and may fit front splitters provided that they comply with 5.6.1.4 (Ground Clearance)

5.6.1.4 **Silhouette:** Class A only modification permitted in 5.6.1.2. Class B no alteration to *standard*.

5.6.1.5 **Ground Clearance:** It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the driver in the normal seated position. A gauge of 40mm for Class A may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

#### 5.6.2 Modifications Prohibited:

5.6.2.1 **General:** The exterior of the car must be standard for the model being raced. Front plastic screen is not permitted. Any replacement body panels must be of original shape and material.

5.6.2.2 **Interior.** Must have adequate means on de-misting

5.6.2.3 **Exterior:** Any in contravention of 5.6.1.2

**Silhouette:** Any in contravention of 5.6.1.4

5.6.2.4 **Ground Clearance:** Any in contravention of 5.6.1.5.

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### 5.7 ENGINE: (Refer to 5.1)

#### Class A

Engines can be chosen from any engine listed in Appendix A. Engines must remain standard with the exception of modifications permitted for Class A in 5.7 and Appendix B

Minimum weights will then be determined by level of engine modification as laid out in Appendix B.

Engines not listed in Appendix B may be added at a later date at the discretion of the organisers.

#### Class B

Engines can be chosen from the engine list in Appendix A. Engines must remain standard with the exception of modifications permitted for Class B in 5.7 and Appendix B.

Please note :

- Engine 5(1.8 8v) in Appendix A may use the Crankshaft and/or Bore size from Engine 6(2.0 8v), but will be categorized as Engine 6 in Appendix B for the purpose of determining minimum weight.
- Engine 7(1.8L 16v) in Appendix A may use the Crankshaft and/or Bore size from Engine 8(2.0 16v), but will be categorized as Engine 8 in Appendix B for the purpose of determining minimum weight.
- Mk1 Golfs may use Engine 7(1.8 16v) or 8(2.0 16v) but will be categorized as such in Appendix B for the purpose of determining minimum weight.
- Engine 11 (2.8VR6) from Appendix A may use the bore size from Engine 12(2.9VR6), but will be categorized as Engine 12 in Appendix B for the purpose of determining minimum weight.

Engines not listed in Appendix B may be added at a later date at the discretion of the organisers.

#### Diesel Cars

In Class A Diesel Cars may use any turbocharger.

In Class B Diesel Cars must use the standard Turbocharger/Exhaust Manifold as fitted to any of the 8v PD engines and 16v Diesel cars must use standard Turbocharger/Exhaust Manifold as fitted to any of the 16v PD engines.

The minimum weight will then be determined by which turbocharger is used as laid out in Appendix B.

### 5.7.1 MODIFICATIONS PERMITTED FOR ALL ENGINES

- a) Pistons "Free"
- b) Crankshafts may be reground down to – 0.50 mm. Crankshaft journals must remain within VW positional tolerances if a repair and/or regrind is carried out. Stroke must remain unchanged from *standard specification*.
- c) Cylinders may be re-bored up to + 1.0 mm from *standard*, or + 2.0mm for engine 11 & 12.
- d) The cylinder block may have material removed from the upper face.
- e) The cylinder head may have material removed from the combustion face.
- f) A steel baffled sump and/or windage tray may be fitted. Sump must be externally *standard*.
- g) The *standard* camshaft timing wheel may be replaced by an adjustable item.
- h) Fitment of oil catch tank, of minimum capacity 2 litres (MSA regulation Q 19.9.2 & Q 19.9.3)
- i) Use of aftermarket silicone spark plug leads and HT lead.
- j) Flywheel and Clutch are free.
- k) The use of higher grade aftermarket fasteners for cylinder head, main bearing caps and flywheel – ie ARP or similar – is permitted.

In addition to these permitted modifications Class 'A' cars may use after market crankshaft and connecting rods provided that the crankshaft stroke, and the connecting rod length remains *standard* and they are 100% interchangeable with the *standard* part.

### 5.7.2 Cylinder Head, Valvetrain and Camshaft.



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Cylinder Heads may be used in “Standard” or “Modified” form depending on specification listed on Appendix B.

If listed as “Standard” in Appendix B Cylinder head – MUST remain to *standard specifications* for the engine used. No material may be added to or removed from the cylinder head; inlet and exhaust ports may not be modified in any way and must remain as cast and as per *standard specification*. The head casting material cannot be ground, smoothed, welded or in any way altered, whether to achieve optimisation of gas flow or otherwise. Any attempt to alter the shape of the ports, valve throats or the valve seats (i.e. multi angle seats) is prohibited. Valve sizes must not be altered from *standard specification*. Up-rated lifters and lightweight spring caps are prohibited. Camshaft must remain *standard* in every aspect.

If listed as “Free” in Appendix B the cylinder head must be the original casting for the engine used. It is permitted to improve gas flow by removal of material from ports and valve throats. Valve diameter may be increased Valve Guides are “Free” provided they utilise the *standard* guide position and the guide is not machined “offset”. Valve springs, valve seats, collets, spring caps, followers and camshaft profiles are “Free”.

### 5.7.3 LOCATION

Position and mounting method must be of *standard specification*. Bushes may be replaced with up-rated or solid material.

### 5.7.4 OIL/WATER COOLING

Intercoolers and pipe work are free on forced induction cars.

Class A

Oil and water cooling systems are free provided that radiators remain within the overall periphery of the vehicle.

Class B

Oil and water cooling systems are free provided that radiators are sourced from the Volkswagen Audi Group parts list, and remain in the overall periphery of the vehicle.

### 5.7.5 INDUCTION SYSTEMS

Induction Systems may be used in “Standard” or “Modified” form depending on specification listed on Appendix B.

If listed as “Standard” in Appendix B, The complete induction system must be of the *standard specification* for the engine, and be retained in its entirety. *Standard* inlet manifold must be retained and may not be modified by the removal or addition of material. All components must be used in their *standard* positions, with no additions or omissions except for the following:

Air box may be modified on the atmospheric side of the filter element. VR6 Engines may use the aftermarket intake manifold manufactured by “Schrick”.

The *standard* panel air filter may be substituted with a modified version, fitted in the *standard* position.

The crankcase breather may vent direct to a catch tank and any holes in the air intake associated with the breather system must be blanked off. No other modifications are permitted.

If listed as “Free” in Appendix B, the induction system is free. Fuel Injection systems may be replaced with Carburettors or Throttle bodies, provided that the number of chokes does not exceed the number of cylinders.

### 5.7.6 EXHAUST SYSTEMS

Exhaust Manifolds may be used in “Standard” or “Modified” form depending on specification listed on Appendix B.

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If listed as “Standard” in Appendix B *Standard* exhaust manifold must be retained and may not be modified by the removal or addition of material. Exhaust systems may not pass through the driver/passenger compartment and must exit at the rear of the vehicle.

If listed as “Free” in Appendix B the exhaust manifold is free in construction and design, but must be constructed of mild steel for stainless steel only

The remainder of the exhaust system including silencer is free subject to the following:

- a) Constructed of mild or stainless steel only
- b) Variable/adjustable-for-noise exhaust systems prohibited
- d) MSA noise regulation J 5.17.

### 5.7.7 IGNITION SYSTEMS

Ignition systems are ‘free’.

### 5.7.8 Fuel Injection/Carburetion

Fuel Injection/Carburetion may be used in “Standard” or “Modified” form depending on specification listed on Appendix B.

If the induction system is listed as “Standard” in Appendix B, the Fuel Injection/Carburetion system must also remain *standard* for the engine used. Components must be used in their standard positions, with no additions or omissions except for the following:

Fuel pressure regulator is “Free”  
ECU mapping is “Free”  
Carburettor jets, needles and chokes are “Free”

If the induction system is listed as “Free” in Appendix B, the specification and type of fuel injection/carburetion is “Free” and fuel injected cars may use Carburettors and vice versa. The number of chokes must not exceed the number of cylinders.

### 5.8 SUSPENSION (REFER TO 5.1)

Suspension must be controlled to avoid fouling of wheels on chassis or bodywork (MSA regulation J 5.5.2).

#### 5.8.1 Modifications permitted

It is permitted to alter the ride height within the constraints of 3.6.1. Springs and dampers are free, provided that they utilise the standard pick-up points on the chassis. Separate springs and dampers may be replaced by coil-over dampers using standard damper mountings. Adjustable spring platforms are permitted. Non standard Anti-Roll bars are allowed, but must not be adjustable. Offset and/or adjustable suspension upper strut mounts are permitted provided that they utilise the standard mounting points on the body shell, original locating cones may be removed to facilitate fitment (if fitted). Suspension bushes are free including the use of spherical bearings. Wishbones, uprights and hubs must remain *standard* for the model being raced. Wishbones may be seam welded. To avoid the risk of bottom ball joint ‘necking’ bottom ball joints may be bolted to the top of the wishbone rather than sandwiched inside the wishbone provided a spacer is used inside the arm similar to those fitted by VW Motorsport to VW Vento Challenge cars. Cars with front wishbones that only have a single inner mounting point may replace the front wishbones for ones with dual inner mounting points, provided the axis of the pivot is within 20mm of the standard inner pivot point, and fabricate mountings to suit. These wishbones must be the same length as standard +/- 10mm.

#### 5.8.2 Modifications prohibited



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No modifications are permitted to suspension pick up points. No material is to be added or removed, or deformation to wishbones, uprights or hubs, other than those detailed in 5.8.1, and for the fitment of spherical bearings.

### 5.9 TRANSMISSIONS

#### Class A

Gearboxes are free, provided the transmission configuration remains standard for the vehicle i.e. front engine & front wheel drive; the engine and transmission must remain in the same position relative to each other as the manufacturer's original specification. Deviations from the *standard* gearbox specification for the model being raced are subject to the weight penalties laid out in Appendix C

#### Class B

Any *standard* gearbox from the Volkswagen Audi Group parts list may be used, provided the transmission configuration remains standard for the vehicle i.e. front engine & front wheel drive; the engine and transmission must remain in the same position relative to each other as the manufacturer's original specification.

Drive shafts and hubs may be from any variation of the model of car being raced.

#### 5.9.1 Modifications permitted

Those listed in Appendix C, subject to the corresponding weight penalties, which must be added to the minimum weights in Appendix B.

The use of Volkswagen Motorsport Gear sets/kits are permitted, providing the ratios correspond with the ones detailed in FIA homologation papers for that gearbox. These Gear sets are subject to the weight penalties detailed in Appendix C.

#### 5.9.2 Modifications prohibited

All gearbox internals, must correspond to the gearbox code used subject to permitted modifications in 3.9.1

Non *standard* gearbox casings are only permitted in Class A, with the exception of ones homologated by Volkswagen for Motorsport use.

Four wheel drive systems are prohibited.

No more than 6 forward gears are permitted.

### 5.10 ELECTRICS (REFER TO 5.1)

5.10.1 **Exterior Lighting:** Vehicles must have sufficient lighting to comply with MSA Blue Book requirements. Front lights must be protected in accordance with MSA regulation Q19.14.4. The inner headlights on 4-headlamp models may be removed and replaced with mesh.

5.10.2 **Batteries:** No restrictions on type or position subject to MSA regulations. A battery and starter motor must be fitted and be capable of repetitive starts.

5.10.3 **Generators:** A fully working alternator must be fitted and electrically connected so that the *standard* battery charging function is providing a charge to the onboard battery.

### 5.11 BRAKES (REFER TO 5.1)

#### 5.11.1 Modifications allowed

After market proportioning valves may be used.

#### Class A

No Restrictions, other than in 3.11.2. Bias may be adjustable by the driver.

#### Class B

Brake Calipers and discs must be *standard* or *standard pattern* from the Volkswagen Audi Group parts system.



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Mk1 & Mk2 Golfs can use brackets to allow the fitment of larger brake calipers and carriers to the standard hubs.

### 5.11.2 Modifications prohibited

ABS may not be utilised unless standard for the vehicle being raced. Carbon Fibre discs are not allowed.

## 5.12 WHEELS/STEERING

### 5.12.1 Wheels:

#### Class A

Maximum rim width of 8". Beetle Cup Cars may use the standard fitment 9" rims regardless of engine choice.

#### Class B

Maximum Rim width of 7.5"

5.12.2 **Steering:** Steering rack must be the standard type for the model being raced, but gear ratio is free and either PAS or manual type may be used.. All PAS pumps, pipe work and bracketary may be removed. If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q 19.6.

### 5.13 TYRES:

#### **Class A Tyres are free**

#### **Class B**

1. **Nominated Manufacturer:** Any List 1a or 1B tyre from the 2011 MSA Yearbook.
2. Tyre tread depth must be above the 1.6mm legal limit prior to commencement of practice sessions or races.
3. The tyre specification when new must be as supplied by the manufacturer. Tyre buffing is prohibited.
4. The use of any heating / heat retention devices, tyre treatments and compounds is prohibited.

### 5.14 VEHICLE WEIGHT

Minimum weights (including driver).

5.14.1 Minimum weight will be determined by engine type and specification as detailed in Appendix B, this is then subject to an additional weight penalty for any transmission modifications in accordance with Appendix C

#### **See Appendix B + Appendix C**

These minimum weights must be respected at all times during an event. Ballast may be added by a competitor to enable the minimum weight to be reached and must be carried in the car as per 5.14.3.

5.14.2 Random checks will be carried out during the season and no driver/car combination is permitted to be below minimum class weight. If any vehicle is underweight at post-practice or post-race scrutineering, penalties as per 2.1 or 2.2 of these regulations will be applied.

5.14.3 Ballast must only be added inside the car on the front and/or rear passenger foot well using at least 4 mounting bolts with a minimum diameter of 8mm each with steel counterplates at least 400mm<sup>2</sup> and 3mm thick. The dimensions of the (5kg) ballast plate are as per the drawing in Appendix 4.4 of these regulations; it is the competitor's responsibility to provide and fit their own ballast if it is required. See also MSA regulation [J5.15]. Maximum of 65kg per footwell i.e. 130kg total. It is the competitors responsibility to ensure any ballast is fitted in a safe manor.



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### 5.15 FUEL TANK / FUEL: (refer to 3.1)

#### 5.15.1 Types:

Standard fuel tanks may be retained and utilised or replaced with a safety tank. Additional baffles and/or foam in the tank is permitted.

5.15.2 Tank location: Free provided it complies with the 2011 MSA Yearbook.

5.15.3 Fuel pump: Free in type and number. With the exception of vehicles using engine 15 in Appendix A which must use the standard fuel pumps as the only method of supplying fuel to the engine. This will be verified by measuring maximum flow rates over a given time period in comparison to another similar item supplied by Volkswagen.

5.15.4 Fuel: Only petrol as defined in MSA Blue Book, Section B, nomenclature & definitions, Pump Fuel a) section of the 2011 MSA Yearbook. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. Fuel samples may be taken at any time in accordance with MSA regulation D34.

### 5.16 SILENCING

All vehicles must be silenced to current MSA regulations J 5.16.5 & J 5.17.

### 5.17 NUMBERS & CHAMPIONSHIP DECALS

Positions: Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. Decals must be affixed prominently near all number backgrounds. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals. MSVR, GOLF GTI Racing & Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

5.17.2 Suppliers: Sponsors and Club decals will be available at the first Championship race in which the vehicle is entered. One set of sponsors decals will be issued free of charge to registered competitors, with subsequent replacements charged at the appropriate rate.

5.17.3 MSVR stickers must be displayed on each side of the car.

5.17.4 Drivers may be required to display an MSVR badge on their overalls.

### 6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the MSA/MSC.

**6.0 NOMINATED ROLLING ROAD. The nominated rolling road for all power testing and sealing is Jabbasport, James Road, Crowland, Nr. Peterborough. PE6 0AA.**

#### 6.1 TYRE SUPPLIER:

Reduced cost for Registered Championship competitors : Trackside Motorsport, 14 Station Road, Mickleover, Derby. DE3 9GH. Tel: 01332 516678.

Tyres can be bought from any source.

#### 6.2 COMMERCIAL UNDERTAKINGS:

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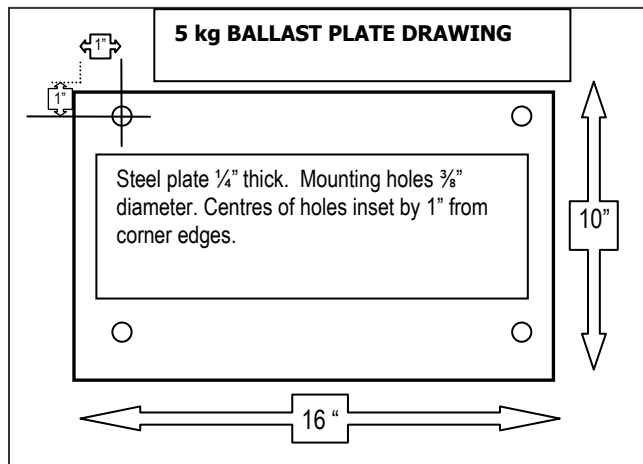
Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the V.A.G. Trophy 2010 regulations and not to act in a manner that could be considered to bring the Championship, and/or its associate companies or sponsors into disrepute.

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 the Championship sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Organisers in such a situation is final.

The Organisers will supply those livery items referred to in 4.2.1 to ensure the correct location of livery on cars. Note: No additional stickers or livery may appear on the front windscreen of the vehicle other than the designated sponsor's screen strip which must be fitted without alteration to its appearance.

In signing the Championship Registration form each entrant agrees that the sponsors of the 2010 Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated.

### 6.3 BALLAST PLATE DRAWING:



### 6.4 Appendix A (REFER TO 5.1) Engine Categories

Engine	Capacity	Cylinders	Valves	Induction	Typical Usage (few examples)
1	1.4L	4	16v	N/A	Lupo, Polo, Arosa
2	1.6L	4	16v	N/A	Lupo, Polo, Arosa
3	1.3L	4	8v	Supercharged	Polo (G40)
4	1.6L	4	8v	N/A	Mk1 Golf, Scirocco
5	1.8L	4	8v	N/A	Mk1/2 Golf, Scirocco
6	2.0L	4	8v	N/A	Mk3 Golf, Vento
7	1.8L	4	16v	N/A	Scirocco, Mk2/3 Golf, Corrado
8	2.0L	4	16v	N/A	Mk3 Golf, Corrado, Ibiza
9	1.8L	4	20v	N/A	Mk4 Golf, Passat
10	1.8L	4	8v	Supercharged	Mk2 Golf, Corrado (G60)
11	2.8L	6	12v	N/A	Vento, Mk3 Golf, Passat (VR6)
12	2.9L	6	12v	N/A	Corrado
13	1.8L	4	20v	Turbocharged	Mk4/Mk5 Golf, Passat, Ibiza
14	1.9L	4	8v	Turbo Diesel	Mk3/4 Golf, Passat (PD)
15	2.0L	4	16v TFSI	Turbocharged	Mk5 Golf, Passat
16	2.0L	4	16v FSI	Turbocharged	Mk5 Golf, Passat
17	2.0L	4	16v	Turbo Diesel	Mk5 Golf Passat
18	3.2L	6	24v	N/A	Golf (R32 Engine)

### Appendix B

#### Class A allowed modifications and minimum weights

Engine	Induction System	Exhaust Manifold	Cylinder Head, Valvetrain and Camshaft(s) (Ref 3.7.2)	Turbo/Super Charger	Minimum Weight (Kg)	Extra Notes
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## Superpro V.A.G Trophy 2011 Sporting & Technical Regulations

	(Ref 3.7.5)	(Ref 3.7.6)				
2	Free	Free	Free	Not Applicable	760kg	
3	Standard	Free	Free	Standard	650kg	Superchargers may be gas flowed, and Supercharger pulley minimum of 65mm diameter
4	Free	Free	Free	Not Applicable	680kg	
5	Free	Free	Free	Not Applicable	720kg	
6	Free	Free	Free	Not Applicable	760kg	
7	Free	Free	Free	Not Applicable	880kg	
7	Standard	Standard	Standard	Not Applicable	760kg	
8	Free	Free	Free	Not Applicable	960kg	
8	Standard	Standard	Standard	Not Applicable	760kg	
9	Free	Free	Free	Not Applicable	1075kg	
9	Standard	Standard	Standard	Not Applicable	900kg	
10	Standard	Standard	Standard	Standard	1050kg	Superchargers may be gas flowed, and Supercharger pulley minimum of 68mm diameter
11	Free	Free	Free	Not Applicable	1000kg	Must use the Standard 2.8 Throttle Body
12	Free	Free	Free	Not Applicable	1050kg	Must use the Standard 2.9 Throttle Body
13	Standard	Standard	Standard	Standard K03	1050kg	
13	Standard	Standard	Standard	Standard K04	1000kg	Cars may have their boost pressure measured using a turbo boost logger connected to the intake manifold, the manifold pressure recorded on the logger must not exceed TBD bar. The use of a non standard fuel pump is not permitted. (Boost Pressure Limit TBD based on 220bhp max)
13	Standard	Free	Standard	Garett T28	1250kg	Must run a 34 mm restrictor fitted to the atmospheric side of the throttle body. All induction air MUST pass through the restrictor.
13	Standard	Standard	Standard	Standard K04	1200kg	Including Modified Mk1 Seat Leon Cup Cars, which must run with an additional 50kg.
14	Standard	Standard	Standard	PD150	1100kg	Turbochargers/Manifolds must be dimensionally the same as the standard items externally, turbocharger internals are free.
15	Standard	Standard	Standard	Standard TFSI K03	1165kg	The use of a non standard fuel pump / fuel pump internals is not permitted.
15	Standard	Standard	Standard	Standard TFSI K04	1300kg	Cars will be checked with a data logger connected to either the intake manifold or OBD diagnostic port (which must be present at all race meetings), the manifold pressure recorded on the logger must not exceed the target boost pressures at the given target engine speeds. (please see Appendix D). The use of non standard fuel pump internals is not permitted. This relates to the 'Edition 30' engine.
15 / 16	Standard	Standard	Standard	Standard TFSI / FSI K04	1275kg	The use of a non standard fuel pump / fuel pump internals is not permitted
17	Standard	Standard	Standard	PD160/170	1200kg	Turbochargers/Manifolds must be dimensionally the same as the standard items externally, turbocharger internals are free.
18	Free	Free	Free	Not Applicable	1100kg	Cars must be tested and sealed at the nominated rolling road (see 6.0). The target engine brake horsepower is 240. The organisers may at a future date impose an air restrictor – size TBD.
Leon Cup Cars	Standard	Standard	Standard	Standard	1200kg.	This class is for cars complying with the 2005 SEAT Sport UK Tech Manual. All of the relevant seals are not compulsory, but the ECU must be the standard Skynam unit complete with Seat Leon Cup seals.

### Class B allowed modifications and minimum weights

Engine	Induction System (Ref 3.7.5)	Exhaust Manifold (Ref 3.7.6)	Cylinder Head, Valvetrain and Camshaft(s) (Ref 3.7.2)	Turbo/Super Charger	Minimum Weight (Kg)	Extra Notes
1	Free	Free	Free	Not Applicable	800kg	
2	Free	Free	Free	Not Applicable	900kg	
3	Standard	Free	Free	Standard	800kg	Superchargers may be gas flowed, and Supercharger pulley minimum of 65mm diameter
4	Free	Free	Free	Not Applicable	850kg	
4	Standard	Free	Free	Not Applicable	800kg	
5	Free	Free	Free	Not Applicable	950kg	
5	Standard	Free	Free	Not Applicable	850kg	
5	Standard	Standard	Standard	Not Applicable	800kg	
6	Free	Free	Free	Not Applicable	975kg	
7	Free	Free	Free	Not Applicable	1050kg	
7	Standard	Standard	Standard	Not Applicable	900kg	
8	Free	Free	Free	Not Applicable	1075kg	



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8	Standard	Standard	Standard	Not Applicable	925kg	
9	Standard	Standard	Standard	Not Applicable	950kg	
10	Standard	Standard	Standard	Standard	1050kg	Superchargers may be gas flowed, and Supercharger pulley minimum of 68mm diameter
11	Standard	Free	Standard	Not Applicable	1075kg	
12	Standard	Free	Standard	Not Applicable	1100kg	
13	Standard	Standard	Standard	Standard K03	1100kg	
14	Standard	Standard	Standard	PD130	900kg	
14	Standard	Standard	Standard	PD150	1000kg	

### **Appendix C**

Additional weight penalty for transmission aids:-

Type of transmission aid	Weight Penalty
Use of <i>standard</i> gear ratios differing from those listed on the Volkswagen Audi Group parts systems for that particular Gearbox code. (All ratios must be from V.A.G. parts lists, non <i>standard</i> gears are not permitted)	10kg
Use of dog type gear engagement	20kg
Use of sequential gear selection	20kg
Use of non <i>standard</i> differential (LSD, ATB etc etc)	50kg
Use of a final drive ratio differing from that listed by the Volkswagen Audi Group parts systems for that particular Gearbox code.	10kg
Use of non VAG Gears or Gear Sets (Including Final Drive)	15kg

### **Appendix D**

Target manifold pressures against engine speed for engine 15 in Class A, fitted with K04 turbocharger.

Engine Speed (RPM)	Boost Pressure (Bar)
Up to 5000	Free
5000 and above	1.1

### **Appendix E**

## **German VW Beetle Cup Overview**

Cars must meet the following criteria :

- Front wheel drive .
- 2.8 litre VR6 engine.
- 02M gearbox.
- 18 " x 8 " or 9 " wheels.
- VW Motorsport shell.