

1: SPORTING REGULATIONS

1.1: TITLE & JURISDICTION:

The V.A.G. TROPHY is organised and administered 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 Regulations.

1.2: OFFICIALS:

1. Co-Ordinator: Golf GTI Racing Limited, 4 Murray Road, Mickleover, Derby. DE3 9LE

1.3: COMPETITOR ELIGIBILITY:

1. Drivers must be registered for the series.
2. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All drivers must register for the Series by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered.
2. Registration for the series is free, forms available from the series organisers.
3. Registrations will be accepted from 1st November 2009 until the closing date for the last round of the series.
4. Registration numbers will be the permanent Competition number for the Series.
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 Series Co-ordinator (1.2.1) together with a completed Registration Form.

1.5: SERIES CALENDER:

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

Date	Circuit	Round/s
22/3.05.10	Brands Hatch Grand Prix	1
19/20.06.10	Castle Combe	1
21/22.08.10	Cadwell Park	1
11.09.10	Oulton Park	1
01/02.10.10	Silverstone Grand Prix	1
30.10.10	Snetterton	1

1.6: ENTRIES:

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.
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. 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 after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with A60 (I).
4. The entry fee for each round shall be as per the Supplementary Regulations.
5. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Coordinator, at their discretion run Qualification races. For Qualification Race procedures see 1.18 of these regulations.
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.

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 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.

1.7: BRIEFINGS:

Organisers must notify competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the meetings. Competitors must attend all briefings.

1.8: PRACTICE:

Practice sessions will be as per MSA Regulations G15. 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 series criteria and the decision of the Clerk of the Course shall be final.

1.9: 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 MSA regulations G15. Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months will be placed at the back of the grid. 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 G15.

1.10: RACES:

The standard minimum scheduled race distance shall be 13 minutes plus 1 lap 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.

1.11: STARTS:

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

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.
2. Start Procedure: In normal circumstances there will be no green flag lap. A 'two minute' board will be shown on the start line; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a '5 second' board will be displayed; 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 race. In the event of the failure of these lights a National Flag will be used to start the race.

In circumstances where a green flag is used, it will be waved from the start line to commence the green flag 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 G53. 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 race. In the event of the failure of these lights a National Flag will be used to start the race.

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.

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.

1.12: RACE STOPS:

1. Case A – less than 2 laps completed by the race leader. The race will be declared null and void. 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 Course.

2. Case B – more than 2 laps completed by the race leader, but less than 50% of its duration. The (two part) race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order at the end of part two. Non-runners at the time of the showing of the red flag may, solely with the permission of the Clerk of Course, be permitted to take the restart from the back of the grid in reverse order of their retirement. The Clerk of Course may order that the duration of the second part shall be of a shorter distance than originally scheduled or that it may be abandoned altogether.

3. If the leader has completed more than half of the race distance or duration it shall not be re-started (unless the Clerk of Course so decides), the results will be declared in accordance with MSA Regulation G23 and the race shall still count as a full points-scoring round.

1.13: 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.

1.14: PITS AND PITLANE SAFETY:

1. Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

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 all due care and drive at minimum speeds in pit lanes.

3. Refuelling may only be carried out in accordance with the MSA Regulation G67-70, Circuit Management regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

1.15: 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 as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up

while on the circuit or in the pit lane.

1.16: RESULTS:

All Practice timesheets, grid sheets and 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.

1.17: TIMING MODULES:

The organisers 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.

1.18: 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.

2: SERIES RACE PENALTIES:

2.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post-practice scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course may impose any or all of the penalties set out in MSA Regulation [C(d) 36].

2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course may impose any or all of the penalties set out in MSA Regulation [C(d) 39].

2.2: INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS and the Sporting Regulations issued for the Series:

1. The Clerk of Course may impose any or all of the penalties set out in MSA Regulation [C(d) 39].

2. In order to maintain standards of conduct, the Series Organisers 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 Series Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

3. The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation G65.

4. Any Competitor who is penalised under the Series Sporting Regulations at any stage of a Series 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 Series 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 less than 5 seconds and no more than 10 seconds will be added to the elapsed race time of the competitor.

3: TECHNICAL REGULATIONS

3.1: 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 Series co-ordinator or 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.

c) 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 / gearbox shown on the entry form, registration form or log book. 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 superceded on the manufacturer's parts list, approval must be given by the organisers before the new part can be used.

d) STANDARD PATTERN: The words '*standard pattern*' used within these technical regulations as a description of components is to be interpreted as: - 'The replacement part has the same form, shape and features as the *standard* (ref 3.1.c) part and is constructed using the same materials and manufacturing process'. (e.g. Cast pistons may not be replaced by forged pistons or 'machined-from-billet' pistons).

3.2: GENERAL DESCRIPTION: (Refer to 3.1)

1. The **V.A.G. TROPHY SERIES** 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 series production in, or before 2005. There is not requirement for MOT, road tax or insurance. Cars will compete in four classes based on states of modification and assumed performance level.

German Beetle Cup Cars are permitted provided that they run at the weights dictated by Appendix B + Appendix C, and race on tyres listed in 3.13, but comply with German Beetle Cup regulations in all other respects. German Beetle Cup Regulations may be obtained from Golf GTI Racing Limited

Mk1 Seat Leon Cupra 'R' Championship Cars are permitted provided that they comply with Seat Leon Cupra 'R' Championship regulations in all respects. They must run in Class A and on tyres listed in 3.13. Seat Leon Championship Regulations may be obtained from Golf GTI Racing Limited

Models that were in production after 2005 must run to a specification in production before 31st December 2005. The onus is on the competitor to prove that the specification of the vehicle was available before this date. Cars entered in Class D must comply to GolfGTIRacing Mk2 Golf GTI series regulations, these can be obtained from Golf GTI Racing Limited.

2. Classes:

- Class A – See Appendix B
- Class B – See Appendix B
- Class C – See Appendix B

- Class D1 – 8v GolfGTIRacing Mk2 Golf GTI cars
- Class D2 – 16v GolfGTIRacing Mk2 Golf GTI cars

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

3. Examination of Vehicles:

The organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the series 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 inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

Upon such selection 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 have the right to:

- a)** Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- b)** Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect 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 series unless the car is found to be in breach of these regulations.
- c)** Seal the car and its components 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 no expense to 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.

The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.

3.3: SAFETY REQUIREMENTS: (Refer to 3.1)

The following Articles of MSA Safety Criteria Regulations will apply:- [C(c)] drawing 5 or 6 (preferably with the upper mounting of the diagonal to be on the driver's side of the cage) and compulsory horizontal side entry bars as per [C(c) 20]] as minimum requirement; 23; 45 four point or six point; 77-99; 102-116; extinguishers must comply with Table 56 (b); Seat belts must be FIA homologated and as per [C(c) 45 four or six point.

3.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS: (Refer to 3.1)

All cars must comply with the requirements of sections [C(b)] and G of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained

3.5: CHASSIS: (Refer to 3.1)

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

Class A+B

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 further forward than the centre line of the front wheels.

Class C

No chassis stiffening is permitted except that derived from the fitting of the roll cage using only the six mounting feet inside the

car. 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.

3.6: BODYWORK: (Refer to 3.1)

1. Modifications Permitted:

1. **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 (only permitted in Class A+B), must contain an aperture that enables the driver to make hand signals. 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)
2. **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+B 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. Class A+B cars are 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 or rear of the car, and may fit front splitters provided that they comply with 3.6.1.4 (Ground Clearance)
3. **Silhouette:** Class A only modification permitted in 3.6.1.2. Class B+C no alteration to *standard*.
4. **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 75mm above the ground or 40mm for Class A, the car being in normal racing trim with the driver in the normal seated position. A gauge of 75mm or 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.

2. Modifications Prohibited:

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.
2. **Interior:** Dashboard and cabin heater assembly may not be removed
3. **Exterior:** Any in contravention of 3.6.1.2
4. **Silhouette:** Any in contravention of 3.6.1.4.
5. **Ground Clearance:** Any in contravention of 3.6.1.5.

3.7: ENGINE: (Refer to 3.1)

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 3.7 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+C

Engines must be of a *standard* type for the model being raced. Minimum weights will then be determined by level of engine modification as laid out in Appendix B.

- 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+C 8v 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.

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*.
- 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 G116 & 117)
- 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.

2. Cylinder Head, Valvetrain and Camshaft.

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*. Uprated 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".

3. Location:

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

4. Oil/Water/Intake charge(forced induction cars) cooling:

Intercoolers and pipe work are free on forced induction cars.

Class A+B

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

Class C

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. 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.

6. Exhaust Systems:

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

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 [C(b) 23].

7. Ignition Systems

Ignition Systems: "Free"

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.

3.8: SUSPENSIONS: (refer to 3.1)

Suspension must be controlled to avoid fouling of wheels on chassis or bodywork (MSA regulation [C(b) 11]).

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.

2. Modifications Prohibited:

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 3.8.1, and for the fitment of spherical bearings.

3. Wheelbase/track:

Wheelbase must be +/-5% of standard for the model being raced. No restriction to track, subject to the limitations of 3.6.2.3

3.9: TRANSMISSIONS: (refer to 3.1)

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+C

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.

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.

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.

3.10: ELECTRICS (refer to 3.1)

1. Exterior Lighting: To *standard* manufacturer's specification for the vehicle which must all be fully functional, as per MOT requirements. Front lights must be protected in accordance with MSA regulation G127. The inner headlights on 4-headlamp models may be removed and replaced with mesh.

2. Rear Warning Light: An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window and be located between the top and bottom edge of the glass. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. 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.

4. 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.

3.11: BRAKES (refer to 3.1)

1. Modifications Permitted:

After market proportioning valves may be used.

Class A+B

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

Class C

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

2. Modifications Prohibited:

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

3.12: WHEELS / STEERING (refer to 3.1)

Wheels:

Class A+B

Maximum rim width of 8"

Class C

Maximum Rim width of 7.5"

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 G112.

3.13: TYRES:

1. Nominated Manufacturer: Toyo (R888 range in "GG" Medium Hard compound only).

2. Nominated supplier: As per Appendix 4.1 of these regulations.

3. Tyre tread depth must be above the 1.6mm legal limit prior to commencement of practice sessions or races.

4. The tyre specification when new must be as supplied by the manufacturer. Tyre buffing is prohibited.

5. The use of any heating / heat retention devices, tyre treatments and compounds is prohibited.

3.14: VEHICLE WEIGHT:

1. Minimum weights (including driver).

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 3.14.3.

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.

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 400mm² 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 [C(b) 21]. Maximum of 65kg per footwell i.e. 130kg total. It is the competitors responsibility to ensure any ballast is fitted in a safe manor.

3.15: FUEL TANK / FUEL: (refer to 3.1)

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.

2. Tank location: Free provided it complies with the current MSA Yearbook.

3. Fuel pump: Free in type and number.

4. Fuel: Only petrol as defined in **The Terminology, Pump Fuel a)** section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of **The Terminology** is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

3.16: SILENCING:

All vehicles must be silenced to current MSA regulations [C(b) 22 & 23].

3.17: NUMBERS & SERIES DECALS

- 1. 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. Series Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals. Series Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.
- 2. Suppliers:** Sponsors and Club decals will be available at the first Series race in which the vehicle is entered.

4. APPENDICES:

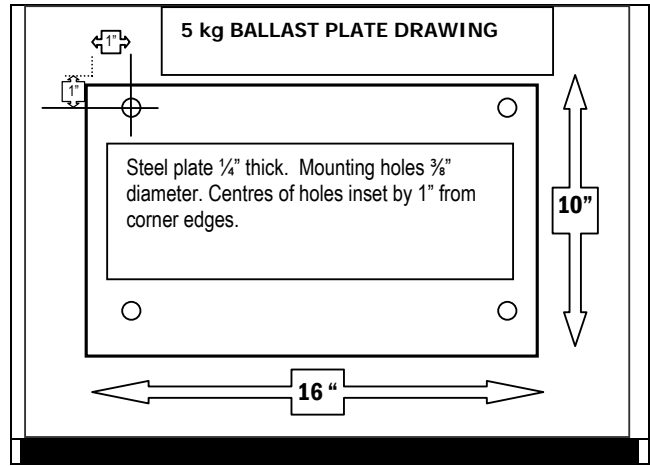
4.1: TYRE SUPPLIER:

Trackside Motorsport, 14 Station Road, Mickleover, Derby. DE3 9GH.
Tel: 01332 516678.

4.2: COMMERCIAL UNDERTAKINGS:

- 1) Acceptance of entry into the Series 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 Series, and/or its associate companies or sponsors into disrepute.
- 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 the Series sponsors, the vehicle may not be permitted to take part in the Series. The decision of the Series Organisers in such a situation is final.
- 3) 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 screenstrip which must be fitted without alteration to its appearance.
- 4) In signing the Series Registration form each entrant agrees that the sponsors of the 2010 Series may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated.

4.3: BALLAST PLATE DRAWING:



4.5: Appendices: (refer to 3.1)

Appendix A

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	20v/TFSI	Turbocharged	Mk5 Golf, Passat
16	2.0L	4	16v	Turbo Diesel	Mk5 Golf Passat
17	3.2L	6	24v	N/A	Golf, Beetle

Appendix B

Class A 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
3	Free	Free	Free	Free / Supercharger may be replaced by Turbocharger.	800kg	Cars must compete with an air restrictor plate with a maximum diameter of 34mm, it must be a minimum maximum of 50mm from the turbocharger / supercharger compressor intake , and must be a minimum of 3mm thick. All air used by the engine for the purpose of combustion must pass through this 34mm diameter restrictor.
5	Free	Free	Free	Not Applicable	700kg	
6	Free	Free	Free	Not Applicable	725kg	
7	Free	Free	Free	Not Applicable	800kg	
8	Free	Free	Free	Not Applicable	825kg	
9	Free	Free	Free	Not Applicable	875kg	
10	Free	Free	Free	Free / Supercharger may be replaced by Turbocharger.	1000kg	Cars must compete with an air restrictor plate with a maximum diameter of 34mm, it must be a minimum maximum of 50mm from the turbocharger / supercharger compressor intake , and must be a minimum of 3mm thick. All air used by the engine for the purpose of combustion must pass through this 34mm diameter restrictor.
11	Free	Free	Free	Not Applicable	1000kg	
12	Free	Free	Free	Not Applicable	1000kg	
13	Free	Free	Free	Free	1000kg	Cars must compete with an air restrictor plate with a maximum diameter of 34mm, it must be a minimum maximum of 50mm from the turbocharger / supercharger compressor intake , and must be a minimum of 3mm thick. All air used by the engine for the purpose of combustion must pass through this 34mm diameter restrictor.
14	Free	Free	Free	Free	975kg	
15	Free	Free	Free	Free	1000kg	Cars must compete with an air restrictor plate with a maximum diameter of 34mm, it must be a minimum maximum of 50mm from the turbocharger / supercharger compressor intake , and must be a minimum of 3mm thick. All air used by the engine for the purpose of combustion must pass through this 34mm diameter restrictor.
16	Free	Free	Free	Free	1000kg	
17	Free	Free	Free	Free	1200kg	

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
2	Free	Free	Free	Not Applicable	800kg	
3	Standard	Free	Free	Standard	700kg	Superchargers may be gas flowed, and Supercharger pulley minimum of 65mm diameter
4	Free	Free	Free	Not Applicable	750kg	
5	Free	Free	Free	Not Applicable	850kg	
6	Free	Free	Free	Not Applicable	875kg	
7	Free	Free	Free	Not Applicable	1000kg	
7	Standard	Standard	Standard	Not Applicable	800kg	
8	Free	Free	Free	Not Applicable	1025kg	
8	Standard	Standard	Standard	Not Applicable	825kg	
9	Free	Free	Free	Not Applicable	1150kg	
9	Standard	Standard	Standard	Not Applicable	850kg	
10	Standard	Standard	Standard	Standard	950kg	Superchargers may be gas flowed, and Supercharger pulley minimum of 68mm diameter
11	Standard	Free	Standard	Not Applicable	975kg	
12	Standard	Free	Standard	Not Applicable	1000kg	
13	Standard	Standard	Standard	Standard K03	975kg	K03 only, K03 sport is not permitted.
13	Standard	Standard	Standard	Standard K04	1200kg	
14	Standard	Standard	Standard	PD130	800kg	
14	Standard	Standard	Standard	PD150	900kg	
15	Standard	Standard	Standard	Standard K04	1300kg	
16	Standard	Standard	Standard	PD160/170	950kg	

Class C 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	
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	
14	Standard	Standard	Standard	PD130	900kg	
14	Standard	Standard	Standard	PD150	1000kg	

Appendix C

Additional weight penalty for transmission modification.

Type of Modification	Weight Penalty
Use of standard 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 standard gears are not permitted)	10kg
Use of dog type gear engagement	30kg
Use of sequential gear selection	30kg
Use of non standard differential (LSD, ATB etc etc)	65kg
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 Volkswagen Motorsport Gear Set with correct number of forward ratios	20kg
Use of Volkswagen Motorsport Gear Kits with additional forward ratio	25kg