



2021 MAXIMUM NETWORKS VOLKSWAGEN RACING CUP incorporating the GOODYEAR TOURING CAR TROPHY & TCR UK CHAMPIONSHIP REGULATIONS



2021 Maximum Networks Volkswagen Racing Cup incorporating the Goodyear Touring Car Trophy and TCR UK Championship Regulations

Introduction

Welcome to the 2021 Maximum Networks Volkswagen Racing Cup incorporating the Goodyear Touring Car Trophy and TCR UK. Whether you are a returning competitor or a newcomer this season, you have joined at a significant point in the Championships' history as we join forces with a new organising club.

Together with Club Time Attack, we are excited to provide you with a fresh approach that brings with it a higher profile, more track time, bigger grids and consequently, closer racing. We have an action-packed season in store, with a calendar that features 14 rounds at six meetings and six different venues, featuring 4 x 1-day events and 2 x 2-day events, three of which host large supporting car shows.

The Maximum Networks Volkswagen Racing Cup is open to any model from the VAG range – whatever its age – with all cars running in a single class based on power-to-weight ratios. This season sees continuity of the technical regulations, this stability of specification enabling previously entered cars to continue competing and keeping the cost of participation as manageable as possible.

The Goodyear Touring Car Trophy class is open to NGTC and TCR cars running to WSC BOP regulations. To ensure close competition, all vehicles are fitted with a performance monitoring device and are subject to balance of performance regulations. Drivers of TCR cars are eligible for additional awards.

With all that 2021 has to offer, we invite you to join us for what promises to be a season not to be missed. We look forward to receiving your entry.

Please note: It is imperative that you read the following information thoroughly, even if you have competed before, in order to ensure you are fully conversant with the regulations and aware of any changes and amendments from that of previous years.

We wish you every success for the season ahead!

2021 Championship Regulations

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURIDICITION

The 2021 Maximum Networks Volkswagen Racing Cup Championship incorporating the Goodyear Touring Car Trophy and TCR UK is promoted by Maximum Motorsport Ltd, organised and administrated by Club Time Attack in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2021/R054 (C)**

Race Status: **Inter Club**

Motorsport UK Championship Grade: **C**

The Championship Organisers reserve the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 CHAMPIONSHIP OFFICIALS

1.2.1 Clerk of the Course:

David Pierre: 07889 177729 / david.pierre@ntcuk.co.uk

Deputy Clerk of the Course:

Derek Stanley: 07979 576293 / derek@timeattack.co.uk

1.2.2 Championship Co-Ordinator:

Nicki Lines: 07939 718048 / nicki@maximumgroup.net

1.2.3 Eligibility Scrutineer:

Ian Billett: 07342 286755 / ian.billett@maximumgroup.net

1.2.4 Championship Stewards:

David Walton / Nigel Drayton / Esmor Jones

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

G 2.7/W 2.2.1: The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid-up valid members of Club Time Attack
- (b) Be registered for the Championship
- (c) Be in possession of a valid entrants licence, where applicable. Without a valid entrants licence, Team Managers and or representatives may not be present in any judicial matters.

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- 1.3.2 Drivers and Entrant Drivers must:
- (a) Be current members of Club Time Attack
 - (b) Be registered for the Championship
 - (c) Be in possession of a valid Race Club - or higher grade - licence
 - (d) Or if an overseas resident, be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. & FIA ISC Article 2.3.7.b applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without prior written approval of the education establishment.
- 1.3.3 All entrant and drivers' documentation must be available for checking at each round.
- 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.
- 1.4 REGISTRATION**
- 1.4.1 Drivers must register for the Championship in order to be eligible to take part in any of the races, either on a full season or individual round basis.
- 1.4.2 Competitors must register and enter the Championship or selected rounds by completing the on-line form and paying the Entry Fee at least 14 days prior to the Final Closing date for the first round being entered. Late entries may be accepted but will incur a £50 + VAT admin charge (at Organiser's discretion).
- 1.4.2 The annual registration fee is £500 + VAT if paid in full before 31st March 2021. After this date the registration fee increases to £750 + VAT. All payments are payable to Maximum Motorsport Ltd.
- 1.4.3 A one-off event registration fee is available for £200 + VAT.
- 1.4.4 Registration will be accepted from 1st December 2020 until the closing date for entries to each round.
- 1.4.5 Acceptance or refusal of registration is entirely at the discretion of the Championship Organisers and Promoters.
- 1.4.6 All drivers must join Club Time Attack and pay the £50 (inc. VAT) membership fee.
- 1.4.7 The Championship Coordinator must be made aware of driver changes in advance of events.
- 1.4.8 Upon registration and payment, permanent competition numbers for the Championship will be issued by the Coordinator. No.1 will be reserved and allocated at the discretion of the Championship Organisers. Numbers between 2-99 will be allocated on request using a first-come-first-served basis, taking into account the order in which the registration forms and entry fees are received using the entrant's choice of number, until the end of March 2021. From 1st April 2021 competition numbers will be allocated at the discretion of the Championship Organisers.
- 1.4.9 Guest Drivers:
In addition to Registered Drivers, at the organiser's discretion, Guest Drivers may be invited to enter in individual Maximum Networks Volkswagen Racing Cup races. They will be not be required to submit a full year Registration Fee but must pay the one-off event registration fee (1.4.3) and be Club Time Attack members (1.4.4). Guest drivers will receive trophies if they finish in the top three but will not be awarded Championship points.
- 1.4.10 Guest Drivers will carry a 'G' sticker adjacent to the competitor race number on the front windscreen. The Driver or team is responsible for providing the G graphic.
- 1.4.11 A Guest Driver may enter no more than one meeting. After this they must become a Registered Driver (1.4.2). If a Guest Driver subsequently registers for the championship, points will only count from the point of full registration.

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Registered Drivers' entries will have precedent over non-registered drivers until the closing date for entries 14 days before the start of the race weekend. Late entries will be accepted at the championship organisers discretion and will carry a late payment fee of £50.

1.5 CLASSES

1.5.1 The Maximum Networks Volkswagen Racing Cup comprises two classes as follows:

- **VW Cup:** for VAG-manufactured cars built to the technical specifications detailed within these regulations.
- **Touring Car Trophy:** for NGTC and TCR cars running to WSC BOP specifications.

1.6 CHAMPIONSHIP ROUNDS

1.6.1 The Championship will consist of 14 rounds over six meetings, as follows:

Rounds	2021 Dates	Venue	No. of Races	Club
1 / 2	25 th April	Silverstone (International)	2	BARC
3 / 4	31 st May	Castle Combe	2	Castle Combe Racing Club
5 / 6 / 7	19 th / 20 th June	Brands Hatch (Indy)	3	Club Time Attack
8 / 9	17 th July	Oulton Park (Island)	2	Club Time Attack
10 / 11	8 th August	Anglesey (International)	2	Club Time Attack
12 / 13 / 14	30 th August	Donington Park (National)	3	Club Time Attack

1.6.2 Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all competitors through the issuing of an Official Championship Bulletin to all registered competitors in accordance with Motorsport UK Regulation [D 11.1].

In the event of cancellation of a championship round outside of the control of the Organisers, the cancelled round may be relocated to an alternative venue on an alternative date, or the total number of race meetings that comprise the full championship be reduced. Neither the organisers, nor the race organisers, club running the respective race meetings or promoters shall be liable for any consequential loss or damages.

1.7 SCORING

1.7.1 The Championship consists of 14 qualifying races. Classification towards the title in each class is calculated from the points awarded to registered drivers (1.4) listed as classified finishers in the final results of the qualifying races as follows:

1.7.3

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
25 points	22 points	20 points	18 points	16 points	14 points	12 points	11 points	10 points	9 points
11 th	12 th	13 th	14 th	15 th	16 th	All other Finishers		All other Starters	
8 points	7 points	6 points	5 points	4 points	3 points	2 points		1 point	

Fastest race lap - 1 point.

In the event of there being less than 6 starters, points will be awarded as follows:

1 st	2 nd	3 rd	4 th	5 th
18 points	15 points	12 points	10 points	8 points

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- 1.7.4 Where the race distance has been reduced (2.6) it shall count as a full point scoring round.
- 1.7.5 In order to score points, collect trophies and awards in any award category, all cars and drivers competing in the championship will be required to display and wear the decals and badges specified by the organisers in the nominated positions (see Appendix).
- 1.7.6 The totals from all qualifying rounds held (excluding any races that are abandoned and which are not replaced) less the two lowest scores, will determine the final championship points and positions, unless subject to the application of any Motorsport UK Regulation [C 3.5] penalties.

Competitors cannot drop scores from any of the races held at the final meeting.

If organisers are forced to cancel any events, subject to consultation with the Championship Stewards and approval by Motorsport UK, the number of dropped scores may be amended. Details will be confirmed via an official bulletin.

Drivers disqualified from results for sporting or technical infringements cannot use that (those) round(s) as discarded rounds for the purpose of the overall championship placing. Dropped scores must include any points related to the dropped rounds including fastest lap and pole position if applicable.

1.8 AWARDS

- 1.8.1 All awards are to be provided by the championship and its sponsors, unless advised otherwise.
- 1.8.2 Per round:
Trophies will be presented to the top three finishing drivers in each class, plus the highest placed finisher driving a TCR car.
- 1.8.3 End of season:
Trophies will be presented to the top three finishing drivers in each class, plus the highest placed finisher driving a TCR car.
- 1.8.4 Presentations:
Awards will be presented at the end of each event and/or at the end of the season at a designated ceremony. All Competitors present shall be obliged to attend prize giving ceremonies. Award winners must attend, unless circumstances dictate, in which case the Championship Coordinator must be informed in advance. Failure to do so may result in a fine.
- Competitors taking part in podium ceremonies must present themselves in their race overalls, worn correctly.
- 1.8.6 Title to All Trophies:
In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the Championship Co-ordinator in good condition within seven days.
- 1.8.7 Bonuses:
The organisers/sponsors/promoters reserve the right to provide additional awards for and during the season.
- 1.8.8 Entertainment Tax Liability:
In accordance with current Government Legislation, the organising club is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the organising club is required to deduct tax at the relevant rate, from 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 tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488.

2 CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for submitting correct and complete entry forms with the correct fees prior to the entry closing date, which shall be 14 days before every round. Entries may either be submitted by drivers on a race-by-race basis, or pre-season in a one-off full year entry payment.

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee. Changes to these entry details are permitted during the year provided they are not at variance with these regulations. It is the competitor's responsibility to notify the Championship Organisers of any changes before the closing date for each round.

In accordance with 2.1, entries will be accepted in the strict order that completed entries are received, with first priority going to drivers who have submitted a Full Year Entry.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Co-ordinator in writing. D25.1.12 applies.

2.1.4 Event entry fees are:

VW Cup:

- Silverstone meeting: £950 + VAT
- All other 2-race meetings: £750 + VAT
- 3-race meeting: £950 + VAT

Touring Car Trophy:

- Silverstone meeting: £1250 + VAT
- All other 2-race meetings: £950 + VAT
- 3-race meeting: £1250 + VAT

2.1.5 Reserves:

The Championship Organisers will only accept the maximum number of entries allowed to race in accordance with that circuit's Motorsport UK Track Licence. In the event of any rounds being oversubscribed The Organisers may permit 20% more entries than specified on the Track Licence for each circuit who will be allowed to qualify for that race as Reserves. These Reserve Drivers who do not qualify for a race will be placed onto the Reserve List for that race in the order that their completed entries were received (the Reserve Number order). Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.1.6 Refunds:

NO REFUNDS will be offered against Full Year Entries, regardless of circumstance. Drivers who select the Full Year Entry will be required to sign a specific section of their entry form to confirm their full acceptance of this condition.

Race Entry fees will not be refunded to competitors and reserves. However, if any rounds are cancelled, competitors who have paid will be eligible for a refund/credit of applicable value.

2.1.7 Entry fees may be refunded to Reserves who have signed on for the meeting on the following basis:

1. £150 refund for Reserves who are permitted to start the qualifying session only.
2. £75 refund for Reserves who are permitted to start the qualifying session and permitted one race start.
3. No refund for Reserves who are permitted to start the qualifying session and permitted two race starts.

2.1.8 NO REFUND will be payable to a Reserve who has not signed on for the event (i.e: chooses not to attend the meeting) without notifying the organisers in writing and returning paperwork and tickets to the Championship organisers

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before noon on the Tuesday prior to the event.

- 2.1.9 Where a Reserve would be permitted to start any qualifying session or either race but is unable to for their own reasons, these refunds will not apply.

For example, in the situation that a Reserve suffers an irreparable car problem in a qualifying session, but grid space is available for both races, no refund will be made.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for briefings in the Final Instructions for each meeting, whether held at the event or online. All competitors must attend.

There will be a maximum of £205 fine and loss of 3 championship point (even if this results in minus score) for any driver who fails to attend the mandatory drivers' briefing without giving prior notice.

2.3 QUALIFYING

- 2.3.1 Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.

- 2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify Motorsport UK regulations (Q12.4)

Practice starts are not permitted during the Qualifying session.

- 2.3.3 Grid positions for Race 1 will be determined from the fastest lap recorded by drivers during the official qualifying session.

The grid positions for Race 2 will be derived from the order of the classified finishers list of Race 1. The first six finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. Therefore, the winner of Race 1 will start in 6th position on the grid for Race 2. Retirements will be placed at the back of the grid in reverse order of retirement.

Grid positions for Race 3 will be determined from the second fastest lap recorded by that driver during the official qualifying session.

Retirements will be placed at the back of the grid in reverse order of retirement.

Once the grids have been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

- 2.3.4 The starting grid for each race will be formed by competitors in order of their qualification in accordance with Sporting Regulation 2.3.3 up to the maximum number of starters permitted by the Motorsport UK Track Licence for that venue. All Reserves will replace withdrawn or retired entries in Reserve number order in accordance with 2.1.5.

- 2.3.5 Grid order for drivers qualifying out of session will follow Blue Book regulation (Q 12.4).

Qualified reserves shall enjoy precedence over competitors who practice out of session or whose practice times have been disallowed for whatever reason.

- 2.3.6 Should two or more drivers set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session.

- 2.3.7 Where it is not possible to hold a qualifying session through force majeure, the grid for that race will be formed according to the current championship positions. Where there is a tie on points, the driver with the best results in

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previous round will take priority - or in the case of the first championship round, by drawing lots.

- 2.3.8 Any competitor who withdraws from a race must inform the Clerk of the Course at the earliest opportunity and, in any event, no later than 60-minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up accordingly if sufficient time is allowed to do so. Withdrawn competitors may be replaced by reserves in accordance with the Regulations.

2.4 RACES

- 2.4.1 Two-race meetings will comprise one 20-minute race and one 25-minute race, or in the case of three-race meetings, two 20-minute and one 25-minute races.
- 2.4.2 Should any race distance be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.15) (1.6.4 above applies), it shall still count as a full points scoring round.

2.5 STARTS

- 2.5.1 Cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. In certain circumstances after leaving the assembly area, the formation lap may be the Green Flag lap, this will be confirmed at a drivers' briefing.

All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in a 1 x 1 formation subject to the track licence.

- 2.5.2 Start Procedure (as per GR Q12.12.3)
- 2.5.3 The grid will be formed with TCT/TCR cars at the front, followed by a two-row gap before the VW Cup grid.
- 2.5.4 The start will be via Standing start. The minimum countdown procedures/audible warnings sequence shall be:
- a) 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid
 - b) 30-seconds: Visible and audible warning for start of Green Flag
 - c) A five-second board will be used to indicate that the grid is complete after the Green Flag lap
 - d) The red lights will be switched on five seconds after the board is withdrawn
 - e) The race will start when the red lights go out. In the event of any starting lights failure, the Starter will revert to the use of the National flag
- 2.5.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap, shall be held in the pitlane and may start the race after the last car has passed the pitlane exit.
- 2.5.6 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation (Q12.11.2). In addition, any driver unable to maintain grid positions on the Green Flag 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.
- 2.5.7 The Championship Organisers may at their discretion select to use a rolling start for one or more races in accordance with Motorsport UK Blue Book regulations. This will be notified by official bulletin prior to the event.

2.6 RACE STOPS

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane during a practice or qualifying session, or return to the starting grid area during a race, which will automatically become a Parc Fermé area. Cars may not enter the pits unless directed to do so. Work on cars

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already in the pits must cease when a race is stopped.

- 2.6.2 Case A – Less than two laps completed by the race leader:
The race will be 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 the Course.
- 2.6.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance:
The race will restart from a grid set out by the finishing order of part one, as per Motorsport UK Regulation (Q 12.15.2). The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 2.6.4 Case C - More than 75% of race completed:
If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the Results will be declared in accordance with Motorsport UK General Regulations (Q 12.15.3), unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.7 PITS, PADDOCK AND PIT LANE SAFETY

- 2.7.1 Pits & Paddock:
Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. Race wear must be worn by drivers whilst in the pit lane.
- 2.7.2 Pit Lane:
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on drivers to take due care and respect the pit lane speed limit.
- 2.7.3 Refuelling:
May only be carried out in accordance with the Motorsport UK Regulations (Q12.25), Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit:
Pit lane speed limited will be 50 kph, or as per the final instructions.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- a. cross the Finish Line once only
 - b. progressively and safely slow down
 - c. remain behind any competitors ahead of them
 - d. return to the Pitlane/Paddock Entrance as instructed
 - e. comply with directions given by Marshals or Officials
- keep their helmets and gloves on and harnesses done up while on the circuit or moving in the pitlane

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D) 26.3). Results, bulletins and official documentation will be posted on the official notice board (virtual or otherwise) and provided to competitors electronically.

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. When hiring, fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

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The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

If an event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions and at drivers' briefings.

2.12 OPERATION OF SAFETY CAR

- 2.12.1 The Safety car will be brought into operation in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 JUDICIAL ONBOARD CAMERAS

All competitors must provide and carry an on-board camera at all times during official Qualifying sessions and the Races. The camera will be designated as judicial.

The camera must be a standalone HD Go-Pro unit recording to memory card in 1080 lines and must be correctly orientated such that when viewed on PC or TV the video is the correct way up (Inverted video is not permitted). It must be located in a suitable position on the ROPS adjacent to and within 600mm of the driver's shoulder. Judicial Cameras must be installed in accordance with Motorsport UK regulation J5.21

The judicial camera footage must be in the form of video files of minimum duration approx 20 minutes and no larger than 2Gb maximum size whichever occurs sooner. The camera must not be configured to short video segments. The footage must clearly show a clear and uninterrupted view through the windscreen, the steering wheel, drivers hands and drivers feet.

The camera and card must be permanently marked with the car number. The camera must be additional to any onboard integrated datalogging and video system installed. The onus is on the entrant to ensure that their Camera is switched on and recording for all official Qualifying sessions and Races. This must not be done before five minutes prior to the car leaving the collecting area for official Qualifying and each Race and must be switched off immediately the car is released from Parc Ferme. Should a car be retired to the Pits or Paddock during Qualifying or Races the Judicial Camera must remain on.

It is the driver's responsibility to ensure prior to official qualifying all previous camera footage is deleted. All footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship organising team or Clerk of the Course immediately upon request.

Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in Motorsport UK regulation (C 2.1.1).

Drivers who wish the Clerk of the Course to review any on track incidents must obtain an Incident Report Form from the Championship Co-ordinator, complete and return this form along with their Judicial Camera directly to the Championship Co-ordinator.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 SCRUTINEERING

3.1.1 Competitors must submit the following original items whenever requested:

- a) Technical Form/Log Book
- b) Official form for the safety cage (ROPS – roll over protection system)
- c) Certification for the catalytic converter

3.1.2 The scrutineers may check the eligibility of a car or of a driver at any time during an event and:

- a) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- b) Require a competitor to pay the reasonable expenses for the exercise of the powers in these regulations.
- c) Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary.
- d) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
- e) Require at any time during an event for any checks considered necessary to be undertaken (e.g. engine performance, fuel quantity etc.).
- f) They will have the right to seal cars or parts and make the check in an appropriate location and at a postponed date.

3.1.3 Any car that, after being passed by the scrutineers, is then dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the Competitor for scrutineering approval before taking part in any further practice session, qualifying or races.

3.1.4 The presentation of a car for scrutineering will be deemed an implicit representation that the car fully complies with the Regulations.

3.1.5 When a car is nominated by the Eligibility Scrutineer or their deputy for Post Qualifying or Post Race scrutineering checks, it is the driver's responsibility to ensure that the car is taken directly to the scrutineering or Parc Fermé area without delay and in the same form in which it completed the Official Qualifying session or Race. Contravention of these requirements may result in the disqualification of the driver's Qualifying times or Race result by the Clerk of the Course.

3.1.6 Failure to permit or facilitate Post Qualifying or Post Race scrutineering checks or hindering the same may be a breach of these Sporting Regulations and may in addition lead to disqualification from the Championship or to the imposition of any of the additional Series penalties set out in these Sporting Regulations.

3.1.7 The Eligibility Scrutineer or their deputy may require the Competitor and/or their team to carry out any necessary dismantling. If the competitor fails to do so Championship Organisers may arrange the dismantling and debit the competitor with the cost thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.

3.1.8 Measuring location for all official measurements (including weight and ride height):
The measurements are conducted in a designated area during technical scrutineering. The designated area will be a marked area in the Scrutineering Bay and Pit Lane during qualifying. The measuring tools are available to the participating teams to check the minimum ground clearance and weight after consultation with the TCT/TCR UK Eligibility scrutineer or their delegate.

3.1.9 Minimum Ride Height:
The minimum ride height has to be respected at all times during the event.

The minimum ground clearance with the driver in the car must not be less than the specified minimum in the

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published BOP for that particular make and model.

3.1.10 Measuring method:

The minimum ground clearance of the ready to drive car is checked using the supplied height gauge. The measurement is checked with the ready to drive car including the driver seated in the normal driving position, complete with full racing attire. The measuring gauge must be able to move freely under all parts of the car.

3.2 POST RACE SCRUTINEERING

3.2.1 Championship Organisers, the Eligibility Scrutineer or the Clerk of the Course may nominate any car for further inspection, as follows:

- a. The nominated car(s) will be sealed by the Eligibility Scrutineer in Parc Fermé. Thereafter it will be removed from Parc Fermé and no work by any representative of the Competitor or team unless by request of the Eligibility Scrutineer, may take place.
- b. The nominated car will then be transported to a suitable venue as may be advised, under the direction of the Eligibility Scrutineer.
- c. The Eligibility Scrutineer shall direct representatives of the Competitor concerned to dismantle the car at the technical inspection. The competitor must be present. In default the Organisers may arrange the dismantling and debit the competitor with the costs thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full. C3 applies of the current Motorsport UK General Regulations.
- d. Any breaking of or tampering with the seals is forbidden and may result in the disqualification of the car from the results (Motorsport UK General Regulation C3 applies).

3.2.2 Failure to permit or facilitate any inspection by the Eligibility Scrutineer shall be deemed to be a breach of Regulations and in addition may lead to imposition of any one or more of the additional Series penalties set out in these Sporting Regulations.

3.2.3 Should the Eligibility Scrutineer decide that the car or any component of the car is not eligible this will be reported to the Clerk of the Course who, after giving the parties the opportunity to be heard, will adjudicate on the matter and may impose any one or more of the penalties specified in these Sporting Regulations or the Motorsport UK General Regulations.

3.3 PARC FERMÉ

3.3.1 As soon as the end-of-qualifying or end-of-race signal has been shown at the Line, Parc Fermé Regulations will apply in the area between the Line, Parc Fermé entrance and Parc Fermé, until the cars are released by a designated official. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

3.3.2 From the moment the end-of-race signal is shown the Parc Fermé rules will apply, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be located on the exterior bodywork of the car.

3.3.3 It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their deputy, , with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be located on the exterior bodywork of the car.

3.3.4 Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

3.3.5 No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their deputy.

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- 3.3.6 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials. Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the Eligibility Scrutineer or their deputy.

3.4 SIGNALLING & COMMUNICATION

- 3.4.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:
- a) Legible messages on a Pit board.
 - b) Body movement by the driver.
 - c) Lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other Pit equipment by means of wires or optical fibres) and be incapable of receiving external information.
 - d) Verbal communications between a driver and their team by radio using an approved frequency subject to Q11.3.
- 3.4.2 Competitors are permitted to carry an on-board system that will allow the organisers to send instructions, warnings and timing data. Only devices which receive data under the direct control of the Clerk of Course or Chief Timekeeper may be used.

3.5 RADIOS

- 3.5.1 With reference to 3.4 above, pit to car radio systems may not be fitted on competing cars at any rounds (Motorsport UK Q 11.3). The use of public communication networks for this purpose is not permitted.
- 3.5.2 Radio frequencies used by a Competitor/Driver must be licensed for use in the UK by Ofcom or their approved agent. The Series Organisers reserve the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a Competitor at any time during the season.
- 3.5.3 The Competitor must always comply with the terms and conditions specified from time to time by Ofcom or other official bodies (e.g. an airport authority) for the use of their radio frequency. If a frequency used by a Competitor interferes with a frequency used by a local service or the Organisers then the Competitor may be required to change their radio frequency to a non-conflicting frequency to the satisfaction of the Series Coordinator and in accordance with the requirements of Ofcom.
- 3.5.4 Where the team has a non-transmitting radio receiver tuned to the frequency of a single transmitting device, which is under the direct and sole control of the Clerk of the Course, the system is to be used solely for providing teams with instructions or warnings issued by the Clerk of the Course.

3.6 TIMETABLE

- 3.6.1 The time schedule and the programme for all sessions will be published separately for each event. The Clerk of the Course in consultation with the Stewards has the authority to amend the Event format and timetable at any time.

3.7 TESTING

- 3.7.1 There are no restrictions on testing.

4 CHAMPIONSHIP & RACE PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Sporting Regulations:

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post-practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulation [C 3.3].
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1(a) & (b)].

For an infringement deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting will invoke the provisions of Motorsport UK Regulation [C 3.5.1(c)].

4.2. ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

- 4.2.1 At any meeting where a competitor is found guilty of driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent driver (see Motorsport UK Regulation C1.1.5), the following penalties may be applied:

Qualifying: All times will be cancelled and the driver will start from the back of the grid.
Races: Any Championship points gained for that race will be forfeited.

- 4.2.2 Stop-go and drive-through penalties may be issued at the discretion of the Clerk of the Course in accordance with Motorsport UK Regulation Q 12.26.
- 4.2.3 For offences under Motorsport UK regulations (C 1.1.5) and (C 1.1.6), at the discretion of the Clerk of the Course an additional championship penalty may be imposed in the form of the following:
 - a. For an offence in qualifying: a grid penalty of up to ten places
 - b. For an offence in a race: a time penalty of up to one minute
 - c. For an offence in a race where the offending driver is not classified: a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.

- 4.2.4 In order to maintain standards of conduct, the Championship Co-ordinator 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 they will receive written warning from the Championship Co-ordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official Motorsport UK action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.3 SOCIAL MEDIA & COMPETITOR BEHAVIOUR

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, Club Time Attack and its competitors and teams should reflect the impact social media has.

In the opinion of the organisers, if a competitor is considered to have brought the Championship and/or Club Time Attack into disrepute, the matter will be referred to Championship Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the championship. The case may also be referred to Motorsport UK and the National Court for further judicial action.

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Additionally, competitors are reminded that Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do so.

Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the championship.

All rules and guidelines issued to manage and control the spread of Covid-19 must be adhered to. Failure to do so will result in expulsion from the venue and a penalty may be applied to the driver associated with this breach of rules.

4.4 CORONAVIRUS PROTOCOLS

Guidelines, practices and procedures have been put in place in order to reduce the spread of Covid-19. It is a requirement of entry that before attending every driver and team member must read and understand the information that has been issued by the organising club, the championship, the venue and Motorsport UK. Failure to comply with the guidelines, may result in a penalty being applied, disqualification and being directed to leave the venue. Due to the ever-changing nature of the pandemic, details relating to each meeting will be issued in a pre-event bulletin.

5 TECHNICAL REGULATIONS – VW CUP

5.1 INTRODUCTION

- 5.1.1 These technical regulations apply to the 2021 Maximum Networks Volkswagen Racing Cup and cover all eligible VAG vehicles, defined as Volkswagen, Audi, Seat and Skoda brands. Seat Sport and TCR components are prohibited.
- 5.1.2 When specific terminology in these regulations makes reference to Volkswagen, it will be understood to read as the VAG and the specified marque within the group.
- 5.1.3 Where 'standard' is referred to in these regulations, this is defined as being exactly the same in every qualitative and quantitative sense as that which was supplied as new on that vehicle by VAG. Where 'standard' refers to a component, this will be determined through the part number listed on VAG's ETKA parts system.
- 5.1.4 Any judgement will consider all of (but not limited to) the following aspects: for the part number listed as being correct by ETKA, the size, shape, appearance, function and weight of the component in question will be compared with a replacement new part supplied by VAG. For the avoidance of doubt, any variance in these or any other aspects will be deemed to no longer be standard.
- 5.1.5 No tolerance will be allowed on any measurement of any part defined as being standard in these regulations other than a standard measurement error allowance as approved by Motorsport UK.
- 5.1.6 In order to equalise performance between models and classes, the Championship Organisers have the right to amend the Technical Regulations at any time during the season and from time-to-time issue additional statements concerning the technical Regulations, subject to Motorsport UK approval. All such statements will be issued in an official. All competitors, team members and persons associated with the Championship agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Championship Organisers will apply.
- 5.1.7 It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot.
- 5.1.8 The Championship Organisers and or the Eligibility Scrutineer reserve the right to refuse a self-declaration form at their discretion and hence not allow that vehicle to compete.
- 5.1.9 Technical regulations may be altered immediately on safety grounds.

5.2 GENERAL DESCRIPTION AND REQUIREMENTS

- 5.2.1 The Championship is only open to water-cooled VAG vehicles that comply with these technical regulations and have been issued with a Volkswagen Racing Cup Logbook (see 5.4).
- 5.2.2 Pursuant to Motorsport UK Regulation [J 5.20.6], car-derived commercial variants of eligible vehicles will be permitted. Hereafter, any reference to 'car' within these regulations shall include these variants.
- 5.2.3 Cars may use an engine type originally fitted to that particular model, or fit an engine from an older model to a newer model bodyshell, providing that the induction type for the fuel used (i.e. turbocharged, supercharged or naturally aspirated) and the number of cylinders remains the same as fitted to that model and age of car. It is not permitted to fit a newer engine. The final decision rests with the Championship Organisers. The engine code and number stamped into the engine block must be clearly identifiable and legible at all times. It is not permitted to alter or tamper with this identification in any way.
- 5.2.4 Every car must declare its model type as specified by VAG for the standard car on which it is based (eg: Golf Mk5 2.0 GTI, Scirocco R etc.) on the Volkswagen Cup Logbook, entry form and as required for other championship documentation.

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- 5.2.5 Engine type/configuration and drivetrain configuration must remain as originally specified by the manufacturer for the exact model declared.
- 5.2.6 Where original cylinder heads and/or blocks are no longer available, it is permitted to replace these components with those from a later model, as long as that component is visually and dimensionally identical to the original.
- 5.2.7 Gearboxes must retain the original gearbox casing and may not be modified to fit a particular engine. Use of the Volkswagen Direct Shift Gearbox (DSG) is permitted, but may only be used on those models to which it is offered as an OE option. No four-wheel-drive cars are permitted.
- 5.2.8 Turbochargers and superchargers may only be fitted to engines that were originally fitted with them in a standard VAG model. The maximum engine capacity is 2.0 litres.
- 5.2.9 All cars must use the rear suspension configuration that was originally fitted to that body type and drivetrain and comply with Regulation 5.15.

5.3 PERFORMANCE MONITORING DEVICE

- 5.3.1 It is mandatory that all cars in the 2021 Maximum Networks Volkswagen Racing Cup are fitted with the approved performance monitoring device so as to monitor Engine and Car performance.
- 5.3.2 No significant recorded data values, for example but not limited to intake manifold pressure, fuel pressure, boost pressure or ignition spark advance may be higher than those same parameter fields recorded during the pre-season and or at any subsequent official championship power tests at the championship rolling road.
- 5.3.3 The approved performance monitoring device is the AIM Technology SOLO 2 DL with direct CAN Datalogging as a minimum. Drivers may upgrade this device to the AIM Technology Dash package should they wish. The device must be ordered direct from AIM Technology for the VW Cup and will be configured and sealed by AIM Technology prior to dispatch. Drivers and teams who already have installed suitable equipment meeting the minimum specification must return the unit to AIM Technology UK for configuration and sealing prior to use.
- 5.3.4 The performance monitoring device must be purchased by the competitor and must be fully operational at all times during the competition and during official power tests. This must be fitted according to the manufacturer's instructions. Vehicles using diagnostic data interface (pre MQB chassis) must be wired to the CAN Databus as per AIM Technology instructions.

5.4 VEHICLE ELIGIBILITY – VOLKSWAGEN RACING CUP LOGBOOK

- 5.4.1 All cars entered into a round of the Maximum Networks Volkswagen Racing Cup 2021 must have been issued with a Volkswagen Racing Cup Logbook in order to be eligible to compete.
- 5.4.2 Competitors will be issued with a Maximum Networks Volkswagen Racing Cup Technical Registration form that must be completed prior to the first event. This will be used to compile the Logbook that will be held by the organisers.
- 5.4.3 The Logbook is intended to bring an additional level of definition to those cars which are eligible to compete in the Championship. It will protect standards and provide a mechanism to limit numbers of cars coming to the championship in future and protect the interests of teams committed to the Championship in previous years.
- 5.4.4 Eligibility guidelines for a Maximum Networks Volkswagen Racing Cup Logbook will be as follows:
- Any car eligible under these regulations that has been entered into a Maximum Networks Volkswagen Racing Cup race in 2013, 2014, 2015, 2016, 2017, 2018, 2019 & 2020.
 - Any car eligible under these regulations never previously entered provided it is of a type less than ten years old on 1st January 2021. Where no proof of age of vehicle is available, this will be defined by Volkswagen UK's production records for that model.
 - Cars older than in b above maybe permitted entry to the Championship at the discretion of the organisers.

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- 5.4.5 The issuing of a Logbook does not constitute any endorsement of the car's legality under these or Motorsport UK regulations. Championship organisers reserve the right to issue Logbooks outside these eligibility guidelines.
- 5.4.6 The Logbook will record details of the car, scrutineering notes, reference pictures taken by the Eligibility Scrutineer and record power test details. All Logbooks will be held by the Championship Organisers or the Eligibility Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. On request, Championship Organisers will confirm the existence or otherwise of a valid Logbook.
- 5.5 SAFETY**
- 5.5.1 All cars must conform to the current Motorsport UK Yearbook Section K as relevant, Safety criteria, in particular K3 and Appendix 3.
- 5.5.2 Throughout practice and qualifying sessions and races, drivers must wear an approved helmet and balaclava, together with FIA approved overalls, gloves, underwear, socks and boots.
- 5.5.3 A plumbed-in Fire Extinguisher system of a minimum 4-litres in accordance with Motorsport UK Regulation (Q 13.10.7)/[K3.1.2 (a)] must be fitted. The extinguisher must be serviced in accordance with manufacturers recommendations and FIA requirements. It must carry a validated and current manufacturers service label at all times.
- 5.5.4 Frontal Head Restraint (FHR) devices are mandatory.
- 5.5.5 Fitment of a multipoint welded in cage is permitted and strongly recommended. This can be linked into suspension mountings as per Motorsport UK regulations. Minimum specification for all rollbar tubes will be as per Section K. Tubes of a smaller section and or wall thickness than specified will be considered as chassis stiffeners / braces which are expressly not permitted by these regulations.
- All rollcage tubes situated within a perimeter of 50 cm around the driver's head, this measurement being taken with the driver sitting in the driver's seat with his harness fastened, must be equipped with a non-flammable protective sleeve.
- 5.5.6 It is permitted to remove and replace areas of contoured interior body panels along with sections of the transmission tunnel with flat plating. Such modifications may only be carried out on the driver's side of the car centre-line. This is permitted wholly and exclusively to give adequate driver/seat clearance from the ROPS and provide a strong, flat and safe location to weld seat rails. Secondary functions, particularly for packaging or weight distribution advantages are not permitted. The driver when normally seated must remain wholly to one side of the vehicle.
- 5.5.7 The driver's window must be covered with laminating film or replaced by Perspex or similar to a minimum thickness of 4mm. All side and rear windows can be replaced by Perspex or similar minimum 4mm (MOTORSPORT UK Regulation [J 5.20.8]). The windscreen must be of laminated glass. Window nets must be used if driver's side window is open during qualification or races.
- 5.5.8 Additional safety fasteners of ferrous metal construction only must be fitted for each of the bonnet and boot lids. The original locking mechanisms must be rendered inoperative or removed. For the avoidance of doubt, lightweight bonnet fastener using Aluminium or Aluminium alloy pins are not permitted.
- It is not permitted for a bonnet to distort on its leading edge at speed (where a bonnet has had its internal bracing removed for example). If a bonnet is not sufficiently braced to prevent movement, it must have an additional central safety fastener.
- 5.5.9 The original driver's seat must be replaced by an FIA-homologated competition bucket seat (8855/1999 or 8862/2009 standard minimum) with five (5) passages for the safety harness straps and must not be modified. **No seat that is over 10 years old from its date of manufacture as stamped on the FIA label may be used.** The use of carbon fibre or aramid construction is authorised.
- The seat must be mounted by means of at least four (4) M8 bolts of at least 10.9 quality.
 - The original seat mountings may be removed.

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- c) The use of the competition seat mountings homologated with the seat is mandatory.
- d) The driver's seat may be moved back, but not beyond the vertical line defined by the front edge of the original back seat. The limit is constituted by the rearmost point of the driver's shoulders.

5.5.10 A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage points homologated by the FIA is compulsory. Motorsport UK Regulation [Q 13.10.2].

These belts have an expiry date after which they must not be used. In the event of a serious accident belts must be replaced as a matter of course as unseen damage may have occurred.

5.6 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.6.1 The prescriptions of the current Motorsport UK Yearbook [J 5] and [Q 13.1.1] to [Q 13.11.5] apply; these regulations may also apply further restrictions.

5.6.2 It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot. All modifications which are not explicitly allowed by the present regulations are forbidden. An authorised modification may not entail a non-authorised modification. The limits of the modifications and fittings allowed are specified hereinafter.

Apart from these, any part damaged through wear or accident can only be replaced by an identical original part.

On the complete car, any nut, bolt, or screw may be replaced by another nut, bolt, or screw, provided that the material, diameter, and thread of the original production part is respected unless otherwise allowed under these technical regulations.

5.6.3 Under all circumstances the primary function of any component, even if its design is free, is the overriding factor in determining its eligibility. Secondary functions, particularly aerodynamic, unless otherwise allowed under these technical regulations are not permitted.

5.6.4 The expression 'free' means that the design and manufacture of that item is free except where any of these technical regulations state otherwise. The expression 'standard' is defined in regulation 5.1.3.

5.6.5 All forms of data and/or voice transmission to or from the moving car are forbidden.

5.6.6 Materials:

5.6.6.1 Unless expressly authorised by the regulations, the use of titanium, ceramics, magnesium, is prohibited, unless it corresponds exactly to the original material.

5.6.6.2 The use of fire-resistant composite material, based on fibreglass, is authorised.

5.6.6.3 Damaged threads may be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

5.6.7 Towing Eyes:

5.6.7.1 Cars must be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

5.6.7.2 The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each complete towing eye must be certified as meeting this load requirement.

5.6.7.3 The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

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- 5.6.7.4 Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.
- 5.6.7.5 The intention is to allow an angled pull away in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

5.7 CHASSIS

- 5.7.1 Seam welding is permitted, as is the removal of any unused brackets, spare wheel well and double skinning of doors, boot lid and bonnet, together with underseal and sound deadening.
- An air jacking system may be fitted, with minimum bodywork apertures permitted for air hose connections as 5.9.16.
- 5.7.2 Inner wheel arches may be modified to allow the clearance for wheels and tyres only. Material may not be removed to allow clearance for suspension components and linkages. Minimum bodywork apertures in the rear inner wheel arches are permitted in order to facilitate adjustment of suspension components and/or packaging of damper units only.
- 5.7.3 It is permitted to fit cut-outs for front driveshafts in chassis legs.
- 5.7.4 Where the spare wheel well is removed it must be replaced neatly with a solid panel.
- 5.7.5 Top suspension mounts can be strengthened with the addition of steel plates. Position must remain as standard plus-or-minus 25mm in horizontal and vertical planes.
- 5.7.6 Only the upper swage (cone-shaped) pressing from the original front and rear top suspension mounting may be removed from the top suspension mounts for the sole purpose of allowing fitment of strengthened top mounting plate (5.5.5) and/or to facilitate adjustment of the suspension strut top. All other removal of material from suspension strut top is prohibited.
- 5.7.7 Fitment of one front and one rear top strut brace mounted between the suspension top mounts is permitted.
- 5.7.8 On cars not originally equipped, a single lower brace may be fitted between the front suspension arms' inner front mounting points. This may only be retained in place using the original inner arm mounting bolts.

5.8 BODY - INTERIOR

- 5.8.1 Interiors must be kept tidy and painted in a single colour.
- 5.8.2 Dashboard:
- 5.8.2.1 The original dashboard moulding must be retained, although air vents and control panels inset into this moulding may be removed and neatly covered.
- 5.8.2.2 The trimmings situated below and behind the dashboard and which are not a part of the visible moulding may be removed. Dashboard material visible from the vehicle cabin may only be removed below the horizontal level at which the steering column protrudes from the dashboard.
- 5.8.2.3 The only exception to this is to accommodate the fitment around the A-pillars of the rollcage, for which purpose minimum removal of dashboard moulding is permitted.
- 5.8.2.4 The instruments are free. However, their installation should not present any risk.
- 5.8.2.5 Standard switches may be replaced by switches of different design and may be fitted at different locations on the dashboard or on the centre console. Any openings that result from their removal must be covered.

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- 5.8.3 Removal of additional accessories which have no effect on the car's behaviour, such as those which render the interior of the car more aesthetic or comfortable (lighting, heating, radio, etc.), are authorised provided that they do not influence, even in a secondary manner, the performance of the engine, steering, transmission, brakes or road-holding.
- 5.8.4 With the exception of the inner door trim panels all internal coverings and trims, including the headlining, sound deadening material, the standard seat belts, rear parcel shelf trim and carpets, must be removed from the cockpit, engine compartment, and luggage compartment. It is permitted to remove the weather strips from around the door and boot/tailgate openings.
- The door inner trim panels must be either retained or replaced by fire resistant panels which completely cover the window winder and door catch mechanisms. These panels must be neat and cover the entire door opening.
- 5.8.4 Manual window winders may replace electrical system if fitted. Driver's window must either remain fully functional or be fitted with an aperture for signalling purposes. The total mechanism may be removed from the front passenger and rear doors with the windows sealed shut. Cooling ducts for interior cooling may be added to rear side windows.
- 5.8.6 The interior de-misting unit may be replaced with a non-standard unit, but the car must retain an effective operating de-misting system. Motorsport UK regulations require adequate means of de-misting in closed cars for which purpose a single external air vent may also be fitted on each side of the vehicle.
- 5.8.7 The steering wheel is free, but it must be closed. A removable steering wheel is permitted.
- 5.8.8 All airbags must be removed. It is strongly recommended that Volkswagen's procedures for safe airbag removal are followed.
- 5.8.9 The gear change lever and linkage may be altered or replaced to improve the ease of use together with the pedals, which may be strengthened or replaced with stronger units.

Modifications to the bodywork for the mounting and passage of the new gearshift control are authorised only if they are not at variance with other points of these regulations.

- 5.8.10 Central door locking systems must be rendered inoperative and the wiring loom removed from the doors.

5.9 BODY - EXTERIOR

- 5.9.1 Presentation:
- 5.9.1.1 The presentation of the car is fundamental to the profile of the championship, its sponsors and audience. Therefore, in considering whether to permit any car to race, at any point during the season, the Organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship or is otherwise unacceptable.
- 5.9.1.2 This includes vehicles presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair (e.g. "tank-tape" repairs). Note: A double header can be regarded as one event for the purposes of this regulation.
- 5.9.1.2 Exterior must display all Championship sponsors decals correctly as defined for the 2021 Championship as outlined in 6.2. The windscreen strip must remain in the colour supplied by Championship Organisers for 2021.
- 5.9.2 Bumper mountings are free as long as the bodywork and the shape and position of the bumpers remain unchanged.
- 5.9.3 Apertures:
- 5.9.3.1 Only the original apertures in the bodywork may be used for the passage of cooling air. Original apertures are defined

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as existing apertures in the bodywork which are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.).

- 5.9.3.2 To allow the passage of cooling air, the removable parts may be removed or opened.
- 5.9.3.3 The connection of the air ducts to the original apertures in the bodywork is free as long as these apertures remain unchanged.
- 5.9.3.4 To recognise the absence of a front grill, Beetles only are permitted two 100mm diameter circular holes to be located above the bumper line; they may only be added neatly in the position of the indicator apertures on the Beetle V5 Sport model. Additionally, for Beetles only, one 300mm x 30mm slot, or a slot equal but no greater in area, may be cut centrally above or below the number plate location in the bumper bar, providing this does not affect the size of the championship front number plate.
- 5.9.4 The standard bonnet and boot/tailgate catches must be removed and replaced with safety units, which can be opened from outside the vehicle. It must be possible to open all the doors from the outside, although controls for opening the rear doors from the inside may be removed.
- 5.9.5 External fire extinguisher and electrical cut out switches are mandatory, and marked as per Motorsport UK regulations. Minimum bodywork apertures are permitted for this purpose.
- 5.9.6 It is permitted to bend inwards (but not outwards) the metal edges of the wheel arches. It is also permitted to roll or remove the inner return of each wheel arch. However, this must not change the profile of the wheel arch when viewed from the side. The only exception to this is when the full Championship approved body kit is fitted, where it is permitted to enlarge the original rear wheel apertures in compliance with the specific body kit fitting instructions as 5.9.12.
- 5.9.7 Exterior decorative trim parts may be removed provided that all fixing holes are neatly filled and painted to vehicle colour. All parts which follow the other contours of the bodywork and that measure less than 25mm high are considered as trim items.
- 5.9.8 The front grille must look as per standard unit and must be fitted with the original unmodified Volkswagen Group badge fitted in its original location and retain the original finish. The grille assembly may be modified to increase airflow to the engine compartment but must retain the original appearance.
- 5.9.9 All production under-body protection must be removed. It is not permitted to fit any under-body protection other than fuel tank skid plate, **single piece front splitter mounting to subframe** and a drive-belt guard no larger than that fitted as original.
- 5.9.10 The windscreen wiper system is free in location and method of operation, providing that it is fully operational at all times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.
- 5.9.11 The minimum ground clearance at all times during the race meeting must not be less than 70mm for any part of the vehicle. If the underside of the vehicle is swept with a 70mm gauge it must be able to pass under all parts of the vehicle without touching. The championship organisers reserve the right to increase or decrease the minimum ground clearance for specific vehicles at any time.
- 5.9.12 Body kit:
 - 5.9.12.1 It is important to the presentation of the Championship and the visual link to VAG road models that all cars must use the full factory-fitted body kit as supplied by Volkswagen Group or for that model and derivative. For the purposes of these regulations, a body kit is defined as being the front and rear bumpers, rear spoiler, side skirts and grille components where these differ from a base-model car of that type. All elements of the body kit for that derivative must be fitted.

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- 5.9.12.2 A Maximum Networks Volkswagen Racing-Cup approved body kit must be fitted to Golf 5, 6 and Golf 7, (Golf 7 post facelift models only). All components of this body kit must be used and fitted in accordance with the instructions. It is not permitted to fit selected elements of the bodykit only. It is permitted to enlarge the original rear wheel apertures in compliance with the specific body kit fitting instructions. From 2020 the only body kit components permitted are those supplied by the Championship's Technical Partner.
- 5.9.12.3 All Beetle cars may only use either the complete and genuine Volkswagen Racing 12-part body kit, as supplied by Volkswagen Group Racing and as fitted to German Cup cars when supplied, or standard Volkswagen body panels only, i.e. they may not fit selected items from the Volkswagen Racing supplied kit to an otherwise standard car.
- 5.9.12.4 It is permitted to fit a front splitter which must be neatly finished and must not protrude forwards more than 50mm in the vertical plane outside the plan periphery of the vehicle.
- 5.9.12.5 Scirocco models must use a Scirocco front bumper including main and lower grilles. Rear bumper and side skirts may be from any Scirocco model.
- 5.9.12.6 A Volkswagen Racing-supplied rear wing for Scirocco and Golf must be fitted in accordance with the instructions from Volkswagen Racing. Models other than a Golf and Scirocco must be fitted with a Volkswagen Group Racing Cup approved rear wing.
- 5.9.12.7 All models regardless of engine type must use the full factory-fitted Volkswagen Group body kit including main and lower front grilles and exhaust tailpipe configuration.
- 5.9.12.8 Volkswagen Group OEM body kit elements that are not genuine Volkswagen Group parts may be only be substituted with approved and licenced parts from Volkswagen Racing Cup UK approved suppliers only. Parts sourced from unapproved suppliers are expressly prohibited. These parts are identical in external appearance to the original Volkswagen part. Maximum Networks Volkswagen Racing body kit parts must be original and unmodified. Volkswagen Racing Cup and Maximum Motorsport Ltd licence and retain all intellectual property rights to all Volkswagen Racing Cup parts.
- 5.9.13 It is permitted to update a vehicle to its later facelifted variant as long as the facelift variant shares the same VAG model code, for example early 1K and 9N models may be updated to the later specification. It is not permitted to fit panels that do not belong to the model of vehicle, although they may fit without modification.
- 5.9.14 All elements of the bodyshell's unibody construction and all body panels attached to it must be of ferrous material or as approved by Championship Organisers, or original manufacturer's material for that component. For bolt-on panels to the bodyshell, the mounting method is free provided they are fully secure.
- 5.9.15 It is not permitted to have any aerodynamic device that is capable of movement in any plane, by hydraulic, mechanical or electrical means, before, during, or after qualifying, or races.
- 5.9.16 Minimum openings in the bodywork to house any air jack hose connections and external fuel fillers, as defined in regulation 5.7.1, are authorized.
- 5.9.17 The cars must have two external rear-view mirrors, one on the left-hand side and one on the right-hand side.
- Their external shape and location must be that of an original Volkswagen Group part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted.

5.10 ENGINES

5.10.1 Power Testing:

- 5.10.1.1 All competitors entered in the Maximum Networks Volkswagen Racing Cup must have their engines power tested prior to the first race of the season at the designated rolling road. Dates for these mandatory pre-season power tests, and official power tests throughout the season will be issued in a bulletin. See Appendix T5.

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- 5.10.1.2 On accepting entry to the Championship, competitors are accepting that power testing will be carried out to establish the power-to-weight ratio. Due to the nature of rolling road power testing any weaknesses or defects to the powertrain or driveline may be exacerbated by this.
- 5.10.1.3 If the Eligibility Scrutineer or the rolling road operators are unhappy with the condition of the vehicle they may decline to test it unless rectification is carried out. However, they may not be able to foresee every mechanical defect and for this reason power testing will only be carried out at competitors' risk. Neither the Championship, its agents nor the rolling road operators can or will be held responsible for any failures howsoever caused.
- 5.10.1.4 Engine power will be measured on the dynamometer at the nominated and designated rolling road to Maximum Motorsport Ltd's instructions (Appendix T4).

The designated Rolling Road is:

Street Racers
Unit E, Syston Mills
Mill Lane
Syston
Leicester
LE7 1NS
Tel: 0116 260 3700

- 5.10.1.5 Suspension should be set such that the driven wheels are as upright and parallel as is practical, ride height should be sufficiently high to avoid fouling on the rolling road.
- 5.10.1.6 During each power run, the eligibility scrutineer needs to be satisfied that peak power has been reached. If a rev limit is reached before peak power, this will be rejected by the scrutineers as not being an acceptable power test.
- 5.10.1.7 Maximum Networks Volkswagen Racing Cup will make provision for a control vehicle which will be power tested before each and every official power test during the year to ensure correct rolling road calibration.
- 5.10.1.8 For all vehicles the engine air inlet temperature will be measured using the built in temperature sensor fitted to the above dynamometer (5.7.1.1) and a correction applied to the result according to DIN 70020.
- 5.10.1.9 Rolling Road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.
- 5.10.1.10 All cars will compete in the same class, power and weight is shown in Appendix T1.
- 5.10.1.11 Engine and ancillaries as required, will be sealed by an Eligibility Scrutineer on all cars following Rolling Road testing.
- 5.10.1.12 ECU data may be checked and recorded. A copy of this will be kept by the series Eligibility Scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.
- 5.10.1.13 It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition (see Motorsport UK Regulation [J 3.1.6]).
- 5.10.1.14 Where it has not been possible for a vehicle to be power tested before the beginning of the season, or where a vehicle has had mechanical changes that require championship seals to be broken there will be three power test dates provided by the Organisers during the course of the season. These dates will be notified separately and a charge for scrutineer's time and rolling road time will be made (see Motorsport UK Regulation [J 3.1.6]).
- 5.10.1.15 Wherever there is not the opportunity to retest before the following race weekend, a competitor may complete a 'self declaration form' in order to race. This must be completed prior to qualifying. In order to do this, the competitor must declare the power of the car to their best information, which must be approved as fair and reasonable by the Organisers. All vehicles participating under a self-declaration form must carry a 40kg weight penalty. The car will be sealed by Eligibility Scrutineers at this point.

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- 5.10.1.16 The vehicle must be power tested after the round when self-declared. The date and time for this will be advised to the driver or nominated team representative by the Championship Manager.
- 5.10.2 The engine must be located in the standard position plus or minus 50mm but mountings may be changed or replaced for solid or uprated units. The engine may be mounted directly to the chassis. One additional engine mounting may be fitted to the lower suspension brace if used.
- 5.10.3 Permitted Modifications - All engine types:
 - 5.10.3.1 The drive pulleys on the crankshaft, the vibration damper, all the pulleys of the auxiliary devices (alternator, water pump, etc.), the transmission belts and the belt tensioner are free. A belt-protector of a size no larger than that fitted as standard may be fitted for the sole purpose of preventing the ingress of debris onto the belts and pulleys.
 - 5.10.3.2 The crankshaft/flywheel may be fitted with a maximum of two dowels to aid flywheel retention.
 - 5.10.3.3 On forced induction engines all pipework from turbo to intercooler and intercooler to inlet manifold is free.
 - 5.10.3.4 The liquid cooling lines external to the engine block and their accessories are free. Lines of a different material and/or diameter may be used.
 - 5.10.3.5 The exhaust system design is free downstream of the cylinder head for naturally aspirated engines and free downstream of the turbocharger exhaust exit flange for turbo engines provided that noise levels measured in conformity with Motorsport UK noise-measuring methods, are not exceeded.
 - 5.10.3.6 All petrol engine vehicles from model year 2000 onwards as defined from the chassis number must be fitted with an effective catalytic converter as per Motorsport UK Regulation [J 5.16.7].
 - 5.10.3.7 The exhaust system for all cars must be supplied by Milltek Sport or Cobra.
 - 5.10.3.8 The exhaust exits must match the number and location of the exhaust tips of any derivative of the production model and use the rear bumper exhaust cut outs. Exhaust systems on all other cars may exit either at the rear of the vehicle or at the side of the vehicle, providing that it exits 50% or more to rear, but rearward of the driver's seat, measured at the wheelbase and on opposite side from fuel filler intake, as per Motorsport UK regulation J5.16. Variable exhaust systems are prohibited.
- 5.10.4 Forced Induction Engines (including: 1.8 turbo, 2.0 Turbo, 1.9 TDI & TDI PD, 2.0 16V TDI PD, 2.0 CR TDi, G40, G60, 1.4TSI engines):
 - 5.10.4.1 Camshafts and drive train must remain standard. The only permitted modification is the fitment of vernier adjustable cam pulleys. 2.0 CR TDi engine originally fitted with hollow built up camshafts may replace these with a VW Racing Cup approved solid camshaft.
 - 5.10.4.2 Flywheels may be lightened, minimum weight 5 Kgs.
 - 5.10.4.3 Sumps may be freely baffled. Dry sump systems are not permitted.
 - 5.10.4.4 Cylinder heads may be gas flowed. Inlet and exhaust valves must be standard size.
 - 5.10.4.5 Bore and Stroke must remain standard. Pistons are free. Engines are permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.
 - 5.10.4.6 The induction system must use a complete unmodified Volkswagen Group inlet manifold only. The only permitted modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold.
 - 5.10.4.7 Throttle bodies may be modified by the addition and removal of material but must be a VAG item.

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- 5.10.4.8 All air must pass through a single air filter and air box. The only permitted air intake system is the Volkswagen Racing UK air intake system. No other makes or brands are permitted. The intake system and its filter must be complete, unmodified and as supplied by Volkswagen Racing UK, fitted in accordance with specifications.
- 5.10.4.9 A single air-to-air Intercooler may be fitted. This may be any VAG, Volkswagen Racing, Racingline or series production item providing it is not water-cooled, unless that particular model and engine type was supplied by Volkswagen with a liquid-cooled intercooler. End caps are free. Dry ice introduced to the air inlet is prohibited. The location and method of mounting is free, and cooling air ducts upstream of the intercooler are free providing only the original apertures in the bodywork are used for the passage of cooling air as per 5.6.13.
- 5.10.4.10 Conrods must remain standard Volkswagen items and can be balanced to match the lightest component, i.e. one conrod must remain standard.
- 5.10.4.11 Compression ratio is free.
- 5.10.4.12 Make and type of spark plug is free, but not in number.
- 5.10.4.13 The exhaust manifold and turbochargers must remain a complete unmodified Volkswagen Group or Volkswagen Racing supplied component. The only permitted modification is to fit a single temperature sensor to the exhaust manifold to monitor exhaust gas temperatures.
- 5.10.4.14 Turbochargers as fitted by Volkswagen to that engine series must be used. Petrol powered vehicles using the EA113 TFSI series engines series (AXX, BWA, CDL, for example) must use the K03 (not K03S) turbocharger.
- 5.10.4.15 Vehicles using the EA888 engine including valve lift variants (CJXx series and their derivatives) must use their original and unmodified Turbocharger manifold assembly.
- 5.10.4.16 Diesel powered engines must use a Garrett VT turbocharger. Drive-belt and pulleys on superchargers are free.
- 5.10.4.17 On all turbochargers the actuator may be replaced, uprated or modified as long as the standard actuator for that turbocharger can be refitted without modification.
- 5.10.4.18 The exhaust manifold-to-turbo flange gasket is free as long as is fitted to original mounting points. Turbocharger threads may be reclaimed by normal repair methods.
- 5.10.4.19 The exhaust system beyond the turbo must be supplied by Milltek Sport or Cobra.
- 5.10.4.20 No water injection is permitted. No water cooling of the intercooler is permitted. Where the standard Volkswagen model uses water cooling for the turbo charger, this may be retained.
- 5.10.5 Diesel Smoke Emissions:
- 5.10.5.1 It is strongly recommended that all competitors in diesel vehicles ensure that visible smoke emissions are kept to a minimum.
- 5.10.5.2 Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.
- 5.10.5.3 It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free. These must be fitted underneath and within the plan periphery of the vehicle, effectively isolated and insulated from the passenger compartment.
- 5.10.5.4 Any diesel vehicle emitting unacceptable amounts of smoke will, at the discretion of the Chief Scrutineer and/or Clerk

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of the Course, be shown the black and orange flag as per Motorsport UK regulations. The competitor will not be permitted to continue racing at that meeting until such time as visible smoke emissions are rectified to the satisfaction of the Eligibility Scrutineer.

- 5.10.5.5 If in the opinion of the Series Eligibility Scrutineer or his Deputy a vehicle is repeatedly emitting excess black smoke the competitor will be required to fit an exhaust oxidizer/catalyst/particulate trap or any other device to the satisfaction of the Series Eligibility Scrutineer before being allowed to complete in any other championship rounds.

Evidence of this may be in the form of visual observation by the series Eligibility Scrutineer, his Deputy and or the Chief Scrutineer or his deputies, video or any other means. This will be taken as a Judgement of fact and is not subject to appeal.

This item will then become a mandatory requirement for that vehicle and recorded on the Volkswagen Racing Technical Logbook. Confirmation of this will be in writing to the competitor concerned from the Championship Organisers and/or the Series Eligibility Scrutineer.

5.11 ECUs

- 5.11.1 ECUs must not be capable of performing traction control functions irrespective of whether the standard item has that functionality. Any commercially available launch control system is permitted.
- 5.11.2 All cars must use a VAG ECU using only Volkswagen Racing Cup approved software on which no aspect of the hardware or software may be changed. With the exception of MQB chassis models running their original engine, each car must provide two identical free running ECU's with identical hardware and software part numbers both flashed with identical software. One ECU will be sealed to the car prior to the first event and the other will be retained by the championship scrutineer. The ECU's may be swapped and sealed to the car at any time at the discretion of the championship scrutineer. Only one pair of identical ECU's are permitted per car.
- 5.11.3 ECU's must contain only one set of fuel, temperature, ignition and boost maps within the software. No timer programs, alternative and or switchable maps are permitted within the programmable ECU software. ECU Adaption values must remain at factory default.
- 5.11.4 All VAG ECU's must be fitted with a VAS compatible 16 pin plug to enable direct access to control units. This must remain functional and connected at all times.
- 5.11.5 The ECU may be sealed. This seal must not be broken without the authorisation of the Championship Eligibility Scrutineer.
- 5.11.6 Traction control systems:
- All forms of traction control are prohibited.
 - All sensors on the wheels, drive shafts and differential are prohibited.
 - In order to measure the speed of the car, a single sensor on one front and/or one rear wheel may be used.
 - Whatever their positions, optical sensors for measuring the speed of the vehicle are prohibited.
- 5.11.6 An anti-lag system on turbocharged vehicles is prohibited.

5.12 COOLING SYSTEM

- 5.12.1 On condition that it is in the original position of installation without modification to the external bodywork, the radiator and its mounting as well as its cover, cap, and the cooling air ducts upstream of the radiator are free. All radiators must be mounted within 500mm of the most forward part of the car's bodywork.
- 5.12.2 The water thermostat is free.
- 5.12.3 The control system of the electrically operated fan(s) and the temperature at which the fan cuts in is free. It is permissible to have an additional switch in the cockpit for electric cooling fans

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- 5.12.4 Oil coolers may be fitted for engine, gearbox and power steering fluids. Pipework is free providing it is not at variance with these regulations.
- 5.12.5 Only the original apertures in the bodywork may be used for the passage of cooling (5.9.3).
- 5.13 IGNITION SYSTEM**
- 5.13.1 The ignition system is free, but the ignition management system must not perform any functions not intended by the manufacturer.
- 5.14 FUEL DELIVERY SYSTEM**
- 5.14.1 The fuel injectors are free, but the number must remain as per the original specification as listed on EKTA or equivalent technical data system.
- 5.14.2 Fuel pumps are free both in type and number.
- 5.14.3 It is mandatory that Aeroquip type braided or metal fuel lines are used if pipes are run inside the vehicle. Original equipment VAG reinforced plastic lines may be used. These must be retained in their original under body location and must only use the factory fitted and supplied connectors.
- 5.15 SUSPENSION**
- 5.15.1 The suspension components (wishbones, arms, beam, supports bolted to the bodyshell or the subframe) as well as the bodyshell and subframes, must be original VAG or Volkswagen Racing UK components and may only be modified where permitted under these regulations. Seat Sport TCR parts are not permitted.
- 5.15.2 The camber and castor may be adjusted by using the original manufacturer's system or top mounting. Design and construction of the upper joints of McPherson suspension parts of the running gear is free provided that it bolts onto the original mounting points, which are retained on the bodyshell side.
- 5.15.3 Wishbones may be strengthened, and/or interchanged with other Volkswagen Group wishbones. Seat Sport TCR parts are not permitted.
- 5.15.4 Front and rear coil springs and spacers are free provided they are single-rate linear items. They may be coil over and must be made of steel. It is permitted to fit helper springs to each damper unit.
- 5.15.5 Dampers and mounts are free in type but not number, i.e. restricted to one per corner.
- 5.15.6 Rose type joints or uprated materials may replace rubber bushes on any of the suspension mounts.
- 5.15.7 Lower Ball joints and Track Rod ends may be uprated. Their location may not be changed except for the front lower ball joints which may be raised or lowered by a maximum of 5 mm in the vertical plane from the original attachment point in the lower wishbone. Any non-standard joint must fit in place of the standard VAG item. No modification is permitted to wishbone, hub or trackrod or any other suspension component to allow a non-standard joint's fitment.
- 5.15.8 Front and rear camber and front caster is free. It is permissible to change the front hubs, rear hubs and wheel bearings for uprated items. Front and rear track width may not exceed 2000mm. This limit may be altered by official bulletin to all registered competitors, giving seven-days notice.
- 5.15.9 Front and rear bump stops are free provided they are made of rubber or plastic. Any bolt or fixing used in the suspension may be changed for a higher specification item.
- 5.15.10 Front and rear anti roll bars and links are free. The anti-roll bars must be made from ferrous material and must not be adjustable from the cockpit. The mountings of the anti-roll bars must not have any other function.

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- 5.15.11 Single-Link rear suspension: The rear twist beam must be the VAG part originally fitted to that car but the addition or removal of material is permitted. Additional braces and shims may be added. Mountings are free.
- 5.15.12 Multi-Link rear suspension: Front-wheel-drive cars originally produced with multilink rear suspension must use all of the standard rear suspension components which may not undergo any modifications, with the exception of the enlargement of circular mounting holes into elongated grooves for the sole purpose of adjustment of suspension geometry. This means that, after removing any suspension part, a standard suspension component can be refitted without modification and the original operation of the suspension is unchanged.
- 5.15.13 All bushes may be replaced with uprated materials.
- 5.15.14 Caddy models only: This must be a complete unmodified VW Racing Kit as supplied and fitted in accordance with VW Racing instructions.
- 5.15.15 The front upright must be a Volkswagen Group item and may not be modified.
- 5.15.16 The front subframe may be seam welded. The addition of material is permitted for repair purposes provided that the suspension mounting points and the mounting locations of the subframe remain unchanged from standard. No removal of material is permitted.
- 5.15.17 Suspension travel limiter: A strap or cable for limiting the suspension travel may be affixed to each suspension. To this end, holes of a maximum diameter of 8.5 mm may be bored on the bodyshell side and on the suspension side.
- 5.16 TRANSMISSION**
- 5.16.1 The gearbox must be any production VAG type listed on the ETKA parts system, provided it has the same method of operation as originally offered on that vehicle platform.
- 5.16.2 The DSG Gearbox module software may use software approved by Volkswagen Racing.
- 5.16.3 The gearbox casing must remain as originally supplied by VAG. Gearbox casings may be strengthened by the addition of material. The inside of the original housing is free.
- 5.16.4 The gear kit and ratios are free.
- 5.16.5 It is permitted to fit a mechanical limited slip differential, in the original differential housing.
- 5.16.6 The final drive ratio is free.
- 5.16.7 Gear selection on manual cars must remain as the normal floor-mounted 'H' pattern. No sequential gear selection is allowed. Modifications to the bodywork for the mounting and passage of any new gearshift control are authorised only if they are not at variance with other points of these regulations.
- 5.16.8 Only cars fitted with a DSG gearbox as a standard option may use this type system.
- 5.16.9 Drive shafts may be uprated items. Outer and inner constant velocity joints may be uprated.
- 5.16.10 Gearbox mounts may be altered or replaced, and may be mounted directly to the chassis, in original position.
- 5.16.11 The gearbox must include a reverse gear that can be engaged by the driver, seated and with the safety harness fastened. A mechanical locking system to avoid the casual engagement of the reverse gear may be fitted.
- 5.16.12 Clutch: The pressure assembly is free, provided that the following points are observed:
- Original type
 - Original operating principle
 - Original spring type

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For vehicles using the DSG gearbox, the clutch system may only use standard, unmodified, or Volkswagen Racing Cup approved upgrade parts.

5.17 ELECTRICS

- 5.17.1 The electric cable assembly of the engine and car is free provided that it respects the conditions listed under this section.
- 5.17.2 Fuses may be added to the electrical circuit. The fuse box may be moved or removed.
- 5.17.3 All front lights must be fitted as supplied by VAG for that make and model and must be fully operative at all times. Bumper mounted indicators and front fog lights only may be removed and the apertures must be sealed or used in accordance with regulation 5.9.
- 5.17.4 Glass headlights must be protected by clear plastic anti-shatter film. Headlamp screens made from glass may be replaced with transparent polycarbonate screens with a minimum thickness of 3 mm, providing they retain the standard appearance of the originals.
- 5.17.5 All rear lights including a rear fog lights must remain functional.
- 5.17.6 Only one vehicle battery maybe fitted, make and type is free. It must be a sealed unit and may be mounted inside the vehicle so long as fitted in accordance with Motorsport T UK regulations. It must be possible at all times to start the engine with the energy of the battery transported on board the vehicle.
- 5.17.7 Alternators are free and must remain fully operational.
- 5.17.8 Cars must fit rear rain light to the lower centre of the rear screen.

5.18 BRAKES

- 5.18.1 Brake calipers are free. The brake discs must be made from ferrous metallic material.
- 5.18.2 Only those Brake discs and brake pads supplied and branded for use in the VW Racing Cup by Questmead, the Championship technical partner, are permitted.
- 5.18.3 The fitment of manual brake compensator is permitted. The master cylinders and bias system are free.
- 5.18.4 Brake cooling ducts are permitted but must not protrude beyond the silhouette of the vehicle and may only use original apertures in the bodywork as per 5.6.13 to bring the cooling air to the brakes. The connection of the air lines to the original apertures in the bodywork is free, provided that these apertures remain unchanged.
- 5.18.5 The replacement of rubber brake lines by aircraft-quality braided lines is mandatory. The connection of the dual braking circuit is free.
- 5.18.6 The pedal box and its location within the driving compartment is free. Strengthening through the addition of material is permitted.
- 5.18.7 The disc protection plates may be removed or their shape modified.
- 5.18.8 The hand brake system may be removed.
- 5.18.9 The ABS control unit may be retained but, **with the exception of those cars running DSG gearbox**, the ABS modulator must be isolated from the hydraulic braking circuits.
- 5.18.10 The brake servo is free.

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- 5.18.11 Modifications to the bodyshell are authorised provided they have no other function than to allow the fixing of the master cylinder and/or the pedal box, and that they are not at variance with other points of these regulations.

5.19 WHEELS AND STEERING

- 5.19.1 The type of steering wheel is free, subject to Motorsport UK Regulation J5.7 and these Championship regulations.
- 5.19.2 The steering rack must be a Volkswagen Group component. The power steering system is free or may be removed.
- 5.19.3 Cooling for the power steering system is free. Pipework and its routing for the power steering system are free providing they are not at variance with other points of these regulations.
- 5.19.4 The standard wheel bolts may be replaced by studs or centre lock up system.
- 5.19.5 It is permitted to fit a single wheel spacer on each hub to a maximum thickness of 15mm.
- 5.19.6 Modifications may be made to outer wheel arches as stated earlier in regulation 5.6.16. No wheel arch extensions are allowed with the exception of authorised body kits.
- 5.19.7 The top of the complete wheel assembly (flange+rim+tyre) above the wheel hub with the wheel in the straight-ahead position must be covered by the wheel arch when measured vertically.
- 5.19.8 The maximum permitted wheel width is 9 inches internally between tyre mounting beads, i.e. only wheels up to 9J are permitted and must be either a-Team Dynamics ProRace 1.2 or Volkswagen Racing Cup approved wheel.

5.20 TYRES

- 5.20.1 The mandatory controlled tyres are as follows:

Goodyear Slick 245/650R18 TC 01B3 637021
 Goodyear Wet 245/650R18 CR9000 TC 01W3 636995

- 5.20.2 A maximum of six new slick tyres are permitted on the front axle for qualifying and both races at double-header meetings. For safety reasons an additional two new slick front tyres may be permitted in the event the championship technical partner considers that wear levels and track conditions dictate. This will be confirmed by the issuing of an official bulletin from championship organisers.

A new tyre is defined as a tyre not ever having been used before and supplied by the championship technical partner.

A used tyre is defined as a tyre that has been supplied by the championship technical partner on which detectable wear to the tread surface has clearly occurred.

- 5.20.3 All tyres must be purchased from the championship technical partner/supplier.
- 5.20.4 The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend.
- 5.20.5 Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.
- 5.20.6 All tyre pressure monitoring or regulation systems are prohibited.
- 5.20.7 Slick tyres are supplied with a registered bar code. It is solely the Entrant/Drivers responsibility to ensure that the bar codes on the tyre nomination form are the registration bar codes of those tyres fitted to the front axle of the car. It is not permitted to use any front tyres whose bar codes are not listed on the tyre nomination sheet.

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- 5.20.8 Each Entrant/Driver must record on the Tyre Nomination Form the serial numbers and the bar code numbers of up to six nominated slick front tyres. The Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Championship Technical Assistant before the first qualifying session. Should a driver choose to nominate less than 6 front slick tyres prior to qualifying, there will be no additions permitted once qualifying has started. The onus is on the Entrant/Driver to ensure that the completed Tyre Nomination Form is provided to the Championship Technical Assistant before the first qualifying session.
- 5.20.9 During an Event, checks will be made by the Championship Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form. In the event of damage to a nominated slick front tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Championship Eligibility Scrutineer. The tyre record form will be updated accordingly.
- 5.20.10 It is not permitted to mix wet and dry weather tyres on the same vehicle.
- 5.20.11 The tyre nomination form must be completed and submitted online using this link:
<https://www.vwrcup.co.uk/tyre-declaration-form/>

5.21 MINIMUM WEIGHT LIMIT

- 5.21.1 The minimum weight for each vehicle includes the driver as defined by Motorsport UK Regulation J5.15. These minimum weights must be respected at all times during the event, in particular when the car crosses the finish line. At all events the weighing scales provided by the Championship will be the only ones to be used. In the event of failure the Championship Scrutineer will nominate an alternative set to be used.

Power output as per designated rolling road		
Power in BHP, up to & including:		Minimum Weight in Kilograms:
310		1355
300		1320
290		1285
280		1250
270		1225
260		1200
250		1180

- 5.21.2 The minimum weight (base weight) of individual cars may be subject to review at any time during the season. Championship Organisers may implement a variation via an official bulletin.
- 5.21.3 Any car using a straight cut, dog engagement gearbox will have a 20kg increase from the minimum weight. Any car using a DSG gearbox will have a 20kg decrease from the minimum weight.
- 5.21.4 Vehicles fitted with the EA888 engine and valve lift control will have a 20kg increase from the minimum weight limit.
- 5.21.5 VW Polo Models that are fitted with rear beam axle suspension will have their minimum weight reduced by 70kg from the appropriate minimum weight.

5.23 FUEL TANK AND FUEL

- 5.23.1 Type of fuel tank:

It is permissible to change the fuel tank to an FIA spec bag tank or motorsport fuel tank complying with Motorsport UK regulations. Cars fitted with endurance type quick fill tanks only may relocate the fuel fillers to the side or rear of the vehicle apart from in the window panels, and they must not protrude beyond the perimeter of the bodywork. It is permitted to cut an aperture in the bodywork to achieve this.

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5.23.2 Location of fuel tank:

5.23.2.1 It is permissible to relocate the fuel tank from its standard position to the boot area or in the spare wheel well. Boot area is defined as the area directly behind the line of the original rear passenger seat back rest. If the tank is boot mounted there must be a fire wall between the fuel tank and the driver.

5.23.2.2 Where a vehicle is fitted with an FIA-approved endurance fuel bag-tank, it may be mounted in accordance with FIA regulations within the periphery of the ROPS. An Endurance Tank is defined as one larger than the standard tank that it replaces for the purpose of long-distance racing and fitted with FIA approved quick fill adaptors.

5.23.2.3 Changes of the position of the tank may not give rise to any lightening or reinforcement, but any opening remaining after the removal of the original tank may be closed by the installation of an identically sized panel.

5.23.2.4 If fitted under the body, a fuel tank guard must be fitted as per Motorsport UK regulation (Q13.1.4).

5.23.3 Fuel Pumps:

5.23.3.1 The fuel pump is free; an extra fuel pump in addition to that fitted as standard is authorised.

5.23.3.2 The pumps must be separated from the cockpit by a fireproof and liquid-proof protective device.

5.23.3.3 If the original plastic fuel tank is fitted and it is in the original position with no modifications, no additional fuel tank guard is necessary.

5.23.4 Fuel - Petrol engine vehicles:

5.23.4.1 The only fuel permitted is the control fuel, Sunoco R SUR (99RON, 88MON, 1.8% oxygen) supplied by Anglo American Oil Company for the Volkswagen Racing Cup. Fuel must be pre ordered 7 days in advance and will be delivered trackside directly by the supplier. This fuel only must be used during engine power testing.

5.23.4.2 Fuel testing will be undertaken after qualifying and races by the fuel supplier for comparison testing purposes in accordance with Motorsport UK regulations.

5.23.4.3 Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot (provided by Anglo American Oil Company). This equipment must be available in parc ferme directly after qualifying and races.

5.23.4.4 At the end of practice / qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Licenced Eligibility Scrutineer for analysis if required. Compliance with minimum weight for the car will be taken before fuel is removed as part of any eligibility check.

5.23.5 Fuel - Diesel engine vehicles:

Only white diesel pump fuel as defined by Motorsport UK may be used. Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted. Fuel samples may be taken after qualifying and races.

5.24 SILENCING

5.23.1 As per Motorsport UK regulation [J 5.17] and [J 5.18]. It is the competitor's responsibility to ensure their car complies with all applicable noise regulations that will be strongly enforced.

5.23.2 Exhaust outlets must comply with Motorsport UK regulation [J5.16] and regulation 5.10.3.

5a TECHNICAL REGULATIONS – TOURING CAR TROPHY

5.1a INTRODUCTION

- 5.1.1a These technical regulations cover all eligible vehicles for the Touring Car Trophy. For 2021, the requirements for cars eligible for the Touring Car Trophy have been aligned to provide a competitive and accessible competition for a range of recognised Touring Cars.
- 5.1.2a In order to equalise performance between models and classes Championship Organisers have the right to amend these Technical Regulations and issue official bulletins at any time during the season, subject to Motorsport UK approval.
- 5.1.3a All competitors, team members and persons associated with Championship agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Championship Organisers will be effective.
- 5.1.4a It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot.
- 5.1.5a All modifications which are not explicitly allowed by the present regulations are forbidden.
- 5.1.6a Technical regulations may be altered immediately on safety grounds.
- 5.1.7a Please refer to Section 3 'Specific Championship Regulations' for further information regarding scrutineering and technical checks.

5.2a GENERAL DESCRIPTION AND REQUIREMENTS

- 5.2.1a The Touring Car Trophy is open to vehicles that comply with these technical regulations and those that have been issued with a Touring Car Trophy Logbook. The following cars are eligible for the Championship:

- TCR cars (running to WSC BOP regulations)
- NGTC Touring Cars

All of the above must comply with their relevant specification or Homologation documents. Upgraded series production 2.0 Turbocharged Cars and other suitable vehicles and engine capacities will be considered by the Championship Organisers.

Whenever power figures are referred to in these regulations, they will be imperial flywheel horsepower (BHP) using the DIN70020 standard.

Cars must be fitted with the engine type originally fitted to that particular model, with the exception of Super 2000 and NGTC Touring Cars which may also be fitted with the complete 2013 specification Swindon Powertrain or Mountune Touring Car Engine and ECU sealed by the manufacturer.

The maximum capacity for turbocharged power units is 2.0 litres.

- 5.2.2a Championship Organisers will have the option to permit a limited number of vehicles to compete that may not necessarily comply fully with these series regulations, but only where their inclusion is deemed beneficial to the competition. These cars will be set a suitable weight limit that they will run to prior to Qualifying, subject to approval by the Eligibility Scrutineer. These cars will be subject to success ballast and drivers will be eligible for trophies.
- 5.2.3a All vehicles invited to compete will be issued with a Technical Registration Form that must be completed prior to the first power test. The information contained will be used to compile the Logbook that will be held by the Championship Co-ordinator and / or Scrutineer.

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5.3a GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.3.1a The prescriptions of the current Motorsport UK Yearbook J5 and Q13.1 to Q13.11.5 apply except where modified by these regulations.

5.3.2a Where 'standard' is referred to in these regulations, it is defined as being exactly the same in every qualitative and quantitative sense to that supplied as new on that vehicle by the manufacturer and if specified exactly as per the relevant homologation or identity document.

No tolerance will be allowed on any measurement of any part defined as being standard in these regulations.

5.3.3a An authorised modification may not entail a non-authorised modification. The limits of the modifications and fittings allowed are specified hereinafter.

Apart from these, any part damaged through wear or accident can only be replaced by an original part identical to the damaged one.

5.3.4a On the complete car, any nut, bolt, or screw may be replaced by another nut, bolt, or screw, provided that the material, diameter and thread of the original production part is respected unless otherwise allowed under these technical regulations.

Materials unless expressly authorised by the regulations, the use of titanium, ceramics, magnesium, is prohibited, unless it corresponds exactly to the original material. The use of fire-resistant composite material, based on fibreglass, is authorised.

Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

5.3.5a The expression 'free' means that the design and manufacture of that item is free except where any of these technical regulations state otherwise.

Under all circumstances the primary function of any component, even if its design is free, is the overriding factor in determining its eligibility. Secondary functions, particularly aerodynamic, unless otherwise allowed under these technical regulations are not permitted.

5.4a PERFORMANCE MONITORING DEVICE

5.4.1a It is mandatory that all cars are fitted with the approved performance monitoring device.

5.4.2a The approved performance monitoring device is either the NGTC Cosworth DataLogging system or the AIM Technology Solo 2 DL or higher specification AIM Technology system. The device must be purchased by the competitor and must be fully operational at all times during the competition. The unit must be configured by the supplier, sealed prior to first use and fitted according to the manufacturer's instructions.

5.4.3a Appropriate Cosworth or AIM Technology Software must be used.

5.4.4a The mandatory performance monitoring device must be fitted and fully operational for all Official Power tests (including the pre-season Power Tests).

5.4.5a It is the responsibility of the competitor to ensure that the performance monitoring device is working and will provide the data required by the Scrutineers. Failure to provide such data for any reason will lead to a Non-Compliance report being issued to the Clerk of the Course and penalties as set out herein will be applied.

5.4.6a The parameters required to be logged on the performance monitoring device for each car will be notified via a Technical Bulletin and may be changed at any point during the season via further Technical Bulletins.

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- 5.4.7a To order an approved performance monitoring device, drivers or teams will need to order directly from AIM Technology Ltd.

5.5a DATA ACQUISITION SYSTEM

- 5.5.1a Competitors must use the data acquisition system specified by the Technical Regulations. This system must be used during the Championship and serves exclusively to store the data acquired.
- 5.5.2a Competitors are responsible for this system being installed in strict compliance with the relevant instructions and to ensure it is working at all times during all sessions. All costs connected with the installation, checking, servicing and updating of the system are borne entirely by Competitors.

The data may be checked at any time during an Event.

- 5.5.3a The weight of the system is included in the minimum racing weight of the car.
- 5.5.4a Championship Organisers reserve the right to request teams to fit additional vehicle data/tracking hardware. Any additional hardware will be supplied by the Series or its technical partners and will not incur any additional cost to teams or drivers during the 2021 season.

5.6a VEHICLE ELIGIBILITY – TOURING CAR TROPHY LOGBOOK

- 5.6.1a Any car entered into a round of the Championship must have been issued with a Touring Car Trophy Logbook in order to be eligible to compete.
- 5.6.2a All registered contenders must provide a copy of their Motorsport UK/FIA Homologation/ Original Specification Document, a copy of which will remain with and form part of the Championship Logbook.
- 5.6.3a The intention of the Logbook is to bring an additional level of definition to those cars which are eligible to compete in the Series.
- 5.6.4a The issuing of a Touring Car Trophy Logbook does not constitute any endorsement of the car's legality under these or Motorsport UK regulations. Championship Organisers reserve the right to issue Logbooks outside these eligibility guidelines as required.
- 5.6.5a The Logbook will record details of the car, scrutineering notes, reference pictures taken by or supplied by the Eligibility Scrutineer and will be used to record power test details. All Logbooks will be held by the Championship Co-ordinator and / or Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. However, the Championship Organisers will confirm the existence or otherwise of a valid Logbook on request.

5.7a SAFETY REQUIREMENTS

- 5.7.1a All cars must conform to 2021 Motorsport UK Yearbook, K1 Safety criteria, and sections K2.1.2-K2.1.3, K3.1.2.(a), K5 to K10.
- 5.7.2a Throughout the Practice, Qualifying and Races, drivers must wear an approved race suit, helmet, balaclava, gloves, underwear, socks and boots.
- 5.7.3a A Fire Extinguisher in accordance with Q13.10.7/K3.1.2 (a) must be fitted, FIA Homologated plumbed in system only, to a minimum of 4 litres. The extinguisher must be serviced in line with manufacturers recommendations and the FIA requirements. It must carry a validated and current manufacturers service label at all times.
- 5.7.4a Competitors are reminded that the use of Frontal Head Restraint (FHR) devices are mandatory.
- 5.7.5a Fitment of a multipoint welded-in cage is mandatory. The ROPS must be homologated or have a current

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Motorsport UK ROPS certificate. Bolt-in roll cages are not permitted.

- 5.7.6a It is permitted to remove and replace areas of contoured interior body panels along with sections of the transmission tunnel with flat plating. Such modification may only be carried out on the driver's side of the car centre-line. This is permitted wholly and exclusively to give adequate driver/seat clearance from the ROPS and provide a strong, flat and safe location to weld seat rails. Secondary functions, particularly for packaging or weight distribution advantages are not permitted. The driver when normally seated must remain wholly to one side of the vehicle.
- 5.7.7a All roll cage tubes situated within a perimeter of 50cm around the driver's head (measured with the driver sitting in the driver's seat with his harness fastened), must be equipped with a non-flammable protective sleeve.
- 5.7.8a It is recommended that the driver's window be covered with laminating film or replaced by Perspex or similar to a minimum thickness of 4mm. All side and rear windows can be replaced by Perspex or similar minimum 4mm J5.20.8. The windscreen must be of laminated glass, except NGTC cars which may use the approved polycarbonate screen that may be heated. Window nets must be used if driver's side window is open during Practice, Qualification or Races.
- 5.7.9a Additional safety fasteners must be fitted for each of the bonnet and boot lids. These fasteners must be of ferrous metal only, aluminium alloy pins are not permitted. The original locking mechanisms must be rendered inoperative or removed.

It is not permitted for a bonnet to distort on its leading edge at speed (where a bonnet has had its internal bracing removed for example). If a bonnet is not sufficiently braced to prevent movement, it must have an additional central safety fastener.

- 5.7.10a The original driver's seat must be replaced by an FIA-homologated competition bucket seat (minimum 8855/1999 or **8862/2009 standard or newer**) with five (5) passages for the safety harness straps.

No seat may be used that is over 10 years old from its date of manufacture as stamped on the FIA label.

The use of carbon fibre or aramid construction is authorised.

The following mounting and positioning requirements apply:

- a. The seat must be mounted by means of at least four (4) M8 bolts of at least 10.9 quality.
 - b. The original seat mountings may be removed.
 - c. The use of the competition seat mountings homologated with the seat is recommended.
 - d. The driver's seat may be moved back, but not beyond the vertical line defined by the front edge of the original back seat. The limit is constituted by the rearmost point of the driver's shoulders.
 - e. It is permitted to remove and replace areas of contoured interior body panels with flat plating for the sole purpose of providing a strong, flat and safe location to weld seat rails.
- 5.7.11a A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage Points homologated by the FIA is compulsory. Motorsport UK Regulation Q13.10.2. These belts have an expiry date after which they must not be used. In the event of a serious accident belts must be replaced as a matter of course as unseen damage may have occurred.

5.8a CHASSIS

- 5.8.1a Seam welding is permitted. It is permitted to remove any unused brackets, the spare wheel well and double skinning of doors, boot lid and bonnet, together with underseal and sound deadening.
- 5.8.2a Chassis and Inner wheel arches may be modified to allow the clearance for control suspension parts, wheels and tyres only. Material may not be removed to allow clearance for suspension components and linkages.

Minimum bodywork apertures in the rear inner wheel arches are permitted in order to facilitate adjustment of suspension components and/or packaging of damper units only.

- 5.8.3a On NGTC cars chassis modifications are permitted for the installation of control front and rear subframe.

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- 5.8.4a Where the spare wheel well is removed it must be replaced neatly with a solid panel.
- 5.8.5a Top suspension mounts can be strengthened with the addition of steel plates. The position must remain as Standard, plus or minus 25mm in horizontal and vertical planes.
- 5.8.6a Only the upper swage (cone-shaped) pressing from the original front and rear top suspension mounting may be removed from the top suspension mounts for the sole purpose of allowing fitment of strengthened top mounting plate (5.5.5) and/or to facilitate adjustment of the suspension strut top. All other removal of material from suspension strut top is prohibited.
- 5.8.7a All suspension mounts must comply with the relevant specification/homologation document.
- 5.9a BODYWORK**
- 5.9.1a Interior**
- 5.9.1.1a Interiors must be kept tidy and painted in a single colour.
- 5.9.1.2a The original dashboard moulding must be retained, although air vents and control panels inset into this moulding may be removed and neatly covered.
- 5.9.1.3a The trimmings situated below and behind the dashboard and which are not a part of the visible moulding may be removed. Dashboard material visible from the vehicle cabin may only be removed below the horizontal level at which the steering column protrudes from the dashboard.
- 5.9.1.4a The only exception to this is to accommodate the fitment around the A-pillars of the roll cage, for which purpose the minimum removal of dashboard moulding is permitted.
- 5.9.1.5a The instruments are free. However, their installation should not present any risk.
- 5.9.1.6a Standard switches may be replaced by switches of a different design and may be fitted at different locations on the dashboard or on the centre console. Any openings that result from their removal must be covered.
- 5.9.1.7a Removal of additional accessories which have no effect on the car's behaviour, such as those which render the interior of the car more aesthetic or comfortable (lighting, heating, radio, etc.), are authorised provided that they do not influence, even in a secondary manner, the performance of the engine, steering, transmission, brakes or road-holding.
- 5.9.1.8a With the exception of the inner door trim panels, all internal coverings and trims, including the headlining, sound deadening material, the standard seat belts, rear parcel shelf trim and carpets, must be removed from the cockpit, engine compartment and luggage compartment. It is permitted to remove the weather strips from around the door and boot/tailgate openings.
- 5.9.1.9a The door inner trim panels must be either retained or replaced by fire resistant panels, which completely cover the window winder and door catch mechanisms. These panels must be neat and cover the entire door opening.
- 5.9.1.10a Manual window winders may replace an electrical system if fitted. The driver's window must either remain fully functional or be fitted with an aperture for signalling purposes. The total mechanism may be removed from the front passenger and rear doors with the windows sealed shut. Cooling ducts for interior cooling may be added to the rear side windows.
- 5.9.1.11a The interior de-misting unit may be replaced with a non-standard unit, but the car must retain an effective operating de-misting system. Motorsport UK regulations require adequate means of de-misting in closed cars for which purpose a single external air vent may also be fitted on each side of the vehicle.

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- 5.9.1.12a The steering wheel is free, but it must be closed. A removable steering wheel is permitted.
- 5.9.1.13a The gear change lever and linkage may be altered or replaced to improve the ease of use together with the pedals, which may be strengthened or replaced with stronger units.
- 5.9.1.14a Modifications to the bodywork for the mounting and passage of the new gearshift control are authorised only if they are not at variance with other points of these regulations.

5.9.2a Exterior

5.9.2.1a Presentation:

The presentation of the car is fundamental to the profile of the series, its sponsors and audience. Therefore, in considering whether to permit any car to race at any point during the season, the Championship Organisers will regard as paramount the car's presentation. Taking its appearance and standard of presentation into account, its presentation (including interior) they may exclude cars considered to prejudice the reputation of the Series or is otherwise unacceptable.

This includes vehicles presented at an event bearing accident damage sustained at a previous meeting and has not been subject to a full and 'proper' repair (e.g. not tank-tape and cable ties). Note: A double/triple header can be regarded as one event for the purposes of this regulation.

The exterior must display all Championship sponsors decals correctly as defined in these regulations. Windscreen headers must remain in the colour supplied by the Championship Organisers for the 2021 season.

- 5.9.2.2a The bumper mountings are free as long as the bodywork shape and position of the bumpers remains unchanged.

- 5.9.2.3a Only the original apertures in the bodywork may be used for the passage of cooling air. Original apertures are defined as existing apertures in the bodywork that are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.).

To allow the passage of cooling air, the removable parts may be removed or opened.

The connection of the air ducts to the original apertures in the bodywork is free as long as these apertures remain unchanged.

- 5.9.2.4a The standard bonnet and boot/tailgate catches must be removed and replaced with ferrous metal safety units that can be opened from outside the vehicle. Aluminium alloy pins are prohibited. It must be possible to open all the doors from the outside, although controls for opening the rear doors from the inside may be removed (5.6.9).
- 5.9.2.5a External fire extinguisher and electrical cut out switches are mandatory and must be installed and labelled as per Motorsport UK Regulations. Minimum bodywork apertures are permitted for this purpose.
- 5.9.2.6a The front grille must be as original and be fitted with an original unmodified manufacturer badge in its original location and finish. The grille assembly may be modified to increase airflow to the engine compartment but must retain its original appearance.
- 5.9.2.7a It is permitted to bend inwards (but not outwards) the metal edges of the wheel arches. It is also permitted to roll or remove the inner return of each wheel-arch. However, this must not change the profile of the wheel-arch when viewed from the side.
- 5.9.2.8a It is not permitted to fit any under-body/under-engine protection other than a fuel tank skid plate and drive-belt guard no larger than that fitted as original equipment.
- 5.9.2.9a The windscreen wiper system is free in location and method of operation, providing that it is fully operational at all times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.

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- 5.9.2.9a Ground clearance: The minimum ground clearance at all times during the race meeting must not be less than 80mm for any part of the vehicle, with the vehicle in race trim minus the driver. If the underside of the vehicle is swept with an 80mm block it must be able to pass under all parts of the vehicle without touching.

The minimum ground clearance of individual cars may be subject to review at any time during the season. Championship Organisers may implement a variation via an official bulletin.

- 5.9.2.10a It is important to the presentation of the Championship that all cars use the full body kit as specified or homologated for that model and derivative. For the purposes of these regulations, a body kit is defined as the front and rear bumpers, rear spoiler, side skirts, bonnet and grille components. All elements of the body kit must be fitted. Body kit elements that are not genuine parts may be used provided they are identical in external appearance to the original part.

- 5.9.2.11a It is permitted to update a vehicle to its later facelifted variant.

- 5.9.2.12a All elements of the bodyshell's unibody construction and panels attached to it must be of ferrous material, or the original manufacturer's material for that component. For bolt-on panels to the bodyshell, the mounting method is free provided they are fully secure.

- 5.9.2.13a It is not permitted to have any aerodynamic device that is capable of movement in any plane, by hydraulic, mechanical or electrical means, before, during or after qualifying and the races.

- 5.9.2.14a Minimum openings in the bodywork to house air jack hose connections and external fuel fillers as defined in regulation 5.8.2.3 are authorised.

- 5.9.2.15a All cars must have two external rear-view mirrors, one on the left and one on the right-hand side. Their external shape and location must be that of an original part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted.

5.10a ENGINE

5.10.1a Power testing

- 5.10.1.1a From time-to-time, at the Championship Organiser's discretion, engine power may be measured on the dynamometer at the designated rolling road using the DIN70020 standard.

The maximum engine power output, measured at the flywheel, will be:

- TCR cars: as WSC BOP figures
- NGTC cars: 370bhp

- 5.10.1.2a The designated rolling road is:

Street Racers
Unit E, Syston Mills
Mill Lane, Syston
Leicester
LE7 1NS
Tel: 0116 260 3700

- 5.10.1.3a If the Championship Scrutineer or the rolling road operators are unhappy with the condition of the vehicle, they may decline to test it unless rectification is carried out.

However, they may not be able to foresee every mechanical defect and for this reason power testing will only be carried out at the competitors' own risk.

Neither the Championship Organisers, Officials, Agents or the rolling road operators can or will be held responsible for any failures howsoever caused.

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5.10.1.4a Rolling road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.

5.10.2a Component sealing

5.10.2.1a Engine and ancillaries may be sealed as required by a Motorsport UK Scrutineer or dyno operator before or after rolling road testing.

5.10.2.2a ECU data may be checked and recorded. A copy of this may be kept by the Championship Eligibility Scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.

5.10.2.3a It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition. (see Motorsport UK Regulation J3.1.6)

5.10.2.4a Where mechanical changes that require series seals to be broken, this may only be carried out by the Championship Eligibility Scrutineer and will be resealed prior to the next round.

5.10.3a Engine location

5.10.3.1a The engine must be located in the standard or homologated position, plus or minus 50mm. Mountings may be changed or replaced for solid or uprated units. The engine may be mounted directly to the chassis.

5.10.4a Permitted modifications - All engine types

5.10.4.1a The drive pulleys on the crankshaft, the vibration damper, all the pulleys of the auxiliary devices (alternator, water pump, etc.), the transmission belts and the belt tensioner are free. A belt-protector of a size no larger than that fitted as standard may be fitted for the sole purpose of preventing the ingress of debris onto the belts and pulleys.

5.10.4.2a The crankshaft/flywheel may be fitted with dowels to aid retention.

5.10.4.3a On forced induction engines all pipework from turbo-to-intercooler and intercooler-to-inlet manifold is free. The liquid cooling lines external to the engine block and their accessories are free. Lines of a different material and/or diameter may be used.

5.10.4.4a The exhaust system is free downstream of the cylinder head for naturally aspirated engines and free downstream of the turbocharger exhaust exit flange for turbo engines, provided that noise levels measured in conformity with Motorsport UK noise-measuring methods, are not exceeded.

5.10.5a Permitted modifications - Naturally aspirated engines

5.10.5.1a Camshafts are free, but location and drive train must remain standard.

5.10.5.2a The flywheel is free but must be made from Ferrous metal.

5.10.5.3a Sumps may be freely baffled. No dry sump systems are allowed unless they form part of the original vehicle specification.

5.10.5.4a Cylinder heads may be gas-flowed.

5.10.5.5a Valve springs are free.

5.10.5.6a Pistons are free. It is permitted to have a maximum over-bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.

5.10.5.7a Induction is free. Design and construction of the air box and air filter is free.

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5.10.5.8a Conrods are free.

5.10.5.9a Compression ratio is free.

5.10.6a Permitted modifications - Forced induction engines

5.10.6.1a Camshafts and drive train must be a standard or homologated variant. The only permitted modification is the fitment of vernier adjustable cam pulleys.

5.10.6.2a Flywheels may be lightened to a minimum weight of 4 kgs.

5.10.6.3a Sumps may be freely baffled. Dry sump systems are not permitted.

5.10.6.4a Cylinder heads may be gas flowed. Inlet and exhaust valves must be as homologated or standard size.

5.10.6.5a Bore and Stroke must remain standard to a maximum of 2000cc. Pistons are free. It is permitted to have a maximum over-bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.

5.10.6.6a The induction system must use a complete unmodified inlet manifold only. The only permitted modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold. Throttle bodies may be modified by the addition and removal of material but must be a standard or homologated item only.

5.10.6.7a All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.

5.10.6.8a An air-to-air or air-to-water intercooler may be fitted. The end caps are free. Dry ice introduced to the air inlet is prohibited. Water cooling of the intercooler is permitted.

5.10.6.9a Conrods must be the standard or homologated items and can be balanced.

5.10.6.10a Compression ratio is free.

5.10.6.11a The make and type of spark plug is free, but not in number.

5.10.6.12a The exhaust manifold and turbo charger must remain a complete component, as per the standard specification or homologation document. The only permitted modification is to fit a single temperature sensor to the exhaust manifold to monitor exhaust gas temperatures.

On all turbochargers the actuator may be replaced, uprated or modified as long as the standard actuator for that turbocharger can be refitted without modification.

The exhaust manifold-to-turbo flange gasket is free as long as is fitted to original mounting points.

Turbocharger threads may be reclaimed by normal repair methods.

The exhaust system beyond the turbo is free.

5.10.7a Diesel Smoke Emissions

5.10.7.1a It is strongly recommended that all competitors in diesel-engined vehicles ensure that visible smoke emissions are kept to a minimum.

Any diesel vehicle emitting unacceptable amounts of smoke will at the discretion of the Chief Scrutineer and/or Clerk of the Course be shown the black and orange flag as per Motorsport UK regulations. The competitor will not be permitted to continue racing at that meeting until such time as visible smoke emissions are rectified to the satisfaction of Championship Eligibility Scrutineer.

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- 5.10.7.2a If in the opinion of the Series Eligibility Scrutineer a vehicle is repeatedly emitting excess black smoke the competitor will be required to fit an exhaust oxidizer/catalyst/particulate trap or any other device to the satisfaction of the Championship Eligibility Scrutineer before being allowed to complete in any other series rounds.

Evidence of this may be in the form of visual observation by the series Eligibility Scrutineer, his Deputy and or the Chief Scrutineer or his deputies, video or any other means. This will be taken as a Judgement of fact and is not subject to appeal.

This item will then become a mandatory requirement for that vehicle and recorded on the vehicle's Championship Logbook. Confirmation of this will be in writing to the competitor concerned from the Series Organisers and/or the Championship Eligibility Scrutineer.

- 5.10.7.2a Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

- 5.10.7.3a It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free. Any device or all devices used to achieve this must be fitted underneath and within the plan periphery of the vehicle. Devices must be effectively isolated and insulated from the passenger compartment.

5.11a ECUs

- 5.11.1a ECUs must not be capable of performing traction control irrespective of whether the standard item has that functionality. A proprietary Launch Control System may be fitted.

- 5.11.2a All cars must either use the original OEM or homologated ECU, or a Series approved system.

All competitors using a non-OEM ECU must supply the Eligibility Scrutineer with a copy of the map used at the power test, a copy of the software used and a USB compatible interface lead. The ECU will be sealed.

- 5.11.3a ECU switchable maps are permitted within the programmable ECU software.

- 5.11.4a No ECU may have any connection to a GPS speed signal.

- 5.11.5a All ECUs must be fitted with a compatible plug to enable direct access to control units. This must remain functional and connected at all times.

- 5.11.6a All forms of traction control are prohibited unless it is included in the homologated specification.

5.12a COOLING SYSTEM

- 5.12.1a On condition that it is in the original position of installation without modification to the external bodywork, the radiator and its mounting as well as its cover, cap and the cooling air ducts upstream of the radiator are free. All radiators must be mounted within 500mm of the most forward part of the car's bodywork.

- 5.12.2a The water thermostat is free.

- 5.12.3a The control system of the electrically operated fan(s) and the temperature at which the fan cuts-in is free. It is permissible to have an additional switch in the cockpit for electric cooling fans.

- 5.12.4a Oil coolers may be fitted for engine, gearbox and power steering fluids. Pipework is free providing it is not at variance with other points of these regulations.

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5.13a IGNITION SYSTEM

- 5.13.1a The ignition system is free but the ignition management system must not perform any functions not intended by the manufacturer.

5.14a FUEL DELIVERY SYSTEM

- 5.14.1a The fuel injectors are free but the number must be as original or homologated.
- 5.14.2a Fuel pumps are free both in type and number.
- 5.14.3a It is mandatory that Aeroquip type braided or metal fuel lines are used if pipes are run inside the vehicle.

5.15a FUEL TANK & FUEL

- 5.15.1a It is permissible to change the fuel tank to an FIA spec bag tank or a fuel tank complying with Motorsport UK regulations. Cars fitted with endurance type quick fill tanks only may relocate the fuel fillers to the side or rear of the vehicle apart from in the window panels, and they must not protrude beyond the perimeter of the bodywork. It is permitted to cut an aperture in the bodywork to achieve this.
- 5.15.2a It is permissible to relocate the fuel tank from its standard position to the boot area or in the spare wheel well. Boot area is defined as the area directly behind the line of the original rear passenger seat back rest. If the tank is boot mounted there must be a fire wall between the fuel tank and the driver.

Where a vehicle is fitted with an FIA-approved endurance fuel bag-tank, it may be mounted in accordance with FIA regulations within the periphery of the roll-cage. An Endurance Tank is defined as one larger than the standard tank that it replaces for the purpose of long-distance racing and fitted with FIA approved quick fill adaptors.

Changes of the position of the tank may not give rise to any lightening or reinforcement, but any opening remaining after the removal of the original tank may be closed by the installation of an identically sized panel.

If fitted with a metal fuel tank under the body a fuel tank guard must be fitted as per Motorsport UK regulation Q13.1.4.

If the original composite fuel tank is fitted and it is in the original position with no modifications, no additional fuel tank guard is necessary.

- 5.15.3a The fuel pump is free. The pump(s) must be separated from the cockpit by a fireproof and liquid-proof protective device.

5.15.4a Petrol engined vehicles

- 5.15.4.1a The only fuel permitted is the control fuel Sunoco CFR (102RON, 90MON, 2.2% oxygen) supplied by Anglo American Oil Company. Fuel must be pre ordered 7 days in advance and will be delivered trackside directly by the supplier. This fuel only must be used during engine power testing.
- 5.15.4.2a Fuel sample testing may be undertaken after qualifying and races by the fuel supplier for comparison testing purposes in accordance with Motorsport UK regulations.
- 5.14.4.3a Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot (provided by Anglo American Oil Company). This equipment must be available in Parc Fermé directly after qualifying and races.
- 5.15.4.4a At the end of practice/qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be

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available to the Eligibility Scrutineer for analysis if required.

5.15.4.5a The cooling of fuel, by any means whatsoever is prohibited.

5.15.5a Diesel engined vehicles

5.15.5.1a Only white diesel pump fuel as defined by Motorsport UK may be used. Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted. Fuel samples may be taken after qualifying and races.

5.16a SILENCING

5.16.1a As per Motorsport UK regulation J5.17 & J5.18. It is the competitors' responsibility to ensure that their car complies with Motorsport UK, Series and Venue noise regulations that will be strongly enforced.

The exhaust outlets must comply with Motorsport UK regulation J5.16 and regulation 5.8.2.

5.17a SUSPENSION

5.17.1a The suspension components (wishbones, arms, beam, supports bolted to the bodyshell or the subframe), as well as the bodyshell and subframes, must be as original or homologated and components may only be modified where permitted under these regulations.

5.17.2a The camber and castor may be adjusted by using the original manufacturer's system or top mounting. Design and construction of the upper joints of McPherson suspension parts of the running gear is free provided that it bolts onto the original mounting points, which are retained on the bodyshell side.

5.17.3a Wishbones may be strengthened.

5.17.4a Front and rear coil springs and spacers are free. It is permitted to fit helper springs to each damper unit.

5.17.5a Dampers and mounts are free in type but not number, i.e. restricted to one per corner.

5.17.6a Rose type joints or uprated materials may replace rubber bushes on any of the suspension mounts.

5.17.7a Lower ball joints and track rod ends may be uprated. Their location may not be changed except for the front lower ball joints which may be raised or lowered by a maximum of 5mm in the vertical plane from the original attachment point in the lower wishbone.

5.17.8a Front and rear camber and front caster is free. It is permissible to change the front hubs, rear hubs and wheel bearings and fit uprated items.

5.17.9a Front and rear bump stops are free provided they are made of rubber or plastic.

5.17.10a Any bolt or fixing used in the suspension may be changed for a higher specification item.

5.17.11a Front anti roll bars and links are free. Rear anti roll bars and links are free.

5.17.12a The anti-roll bars must be made from ferrous material and must not be adjustable from the cockpit. The mountings of the anti-roll bars must not have any other function.

5.17.13a Rear Suspension: Cars must use the specified or homologated rear suspension components that may not undergo any modifications, with the exception of the enlargement of circular mounting holes into elongated grooves for the sole purpose of adjustment of suspension geometry. All bushes may be replaced with uprated materials.

5.17.14a Front uprights must be a homologated or specified item and may not be modified.

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- 5.17.15a The front subframe may be seam welded and the addition of material is permitted for repair purposes provided that the suspension mounting points and the mounting locations of the subframe remain unchanged from standard. No removal of material is permitted.
- 5.17.18a Suspension travel limiter: A strap or cable for limiting the suspension travel may be affixed to each suspension unit. To this end, holes of a maximum diameter of 8.5 mm may be bored on the bodyshell side and on the suspension side.
- 5.18a TRANSMISSION**
- 5.18.1a The gearbox must be the homologated or specified item as listed on the relevant document.
- 5.18.2a A manual or dual clutch semi-automatic (DSG) system is permitted.
- 5.18.3a The gearbox casing must remain as originally supplied. Gearbox casings may be strengthened by the addition of material. The inside of the original housing is free.
- 5.18.4a The gear kit and ratios are free.
- 5.18.5a It is permitted to fit a mechanical limited slip differential in the original differential housing.
- 5.18.6a The final drive ratio is free.
- 5.18.7a Sequential gear selection is allowed. Modifications to the bodywork for the mounting and passage of a new gearshift control are authorised only if they are not at variance with other points of these regulations.
- 5.18.8a Drive shafts may be uprated items. Outer and inner constant velocity joints may be uprated.
- 5.18.9a Gearbox mounts may be altered or replaced and may be mounted directly to the chassis.
- 5.18.10a The gearbox must always include a reverse gear that can be engaged by the driver from their seat with the safety harness fastened.
- 5.18.11a The clutch assembly is free. Dual clutch gearbox software must be approved by Championship Organisers.
- 5.19a ELECTRICS**
- 5.19.1a The electric cable assembly of the engine and car is free provided that it respects the conditions listed under this section. Fuses may be added to the electrical circuit. The fuse box may be moved or removed.
- 5.19.2a All front lights must be fitted as supplied for that make and model and must be fully operative at all times. Bumper mounted indicators and front fog lights only may be removed and the apertures must be sealed or used in accordance with regulation 5.9.2.3a.
- 5.19.3a Glass headlights must be protected by clear plastic anti-shatter film. Headlamps screens made from glass may be replaced with transparent polycarbonate screens with a minimum thickness of 3mm, providing they retain the standard appearance of the originals.
- 5.19.4a All rear lights including a rear fog lights must remain functional.
- 5.19.5a Only one vehicle battery may be fitted. The make and type is free. It must be a sealed unit and may be mounted inside the vehicle in accordance with Motorsport UK regulations. It must be possible to start the engine with the energy of the battery transported on board the vehicle.
- 5.19.6a Alternators are free but must remain fully operational.

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5.19.7a Cars must be fitted with a rear rain light mounted centrally inside the rear screen.

5.20a BRAKES

5.20.1a Front and rear brake calipers are free.

5.20.2a The brake discs are free but must be made from ferrous metallic material.

5.20.3a Brake pads are free.

5.20.4a The fitment of a manual brake compensator is permitted. The master cylinders and bias system are free.

5.20.5a Brake cooling ducts are permitted but must not protrude beyond the silhouette of the vehicle and may only use original apertures in the bodywork to bring the cooling air to the brakes. The connection of the air-lines to the original apertures in the bodywork is free provided that these apertures remain unchanged as per 5.9.2.3a.

5.20.6a The replacement of rubber brake lines by aircraft-quality braided lines is mandatory. The connection of the dual braking circuit is free.

5.20.7a The pedal box and its location is free. Strengthening through the addition of material is permitted.

5.20.8a The disc protection plates may be removed, or their shape modified.

5.20.9a The hand brake system may be removed.

5.20.10a The ABS control unit may be retained but must be hydraulically isolated except for those cars using DSG/Twin Clutch transmission where ABS may remain fully operational.

5.20.11a The brake servo is free, but the brake reservoir and pedal box must remain in their original compartment.

5.20.12a Modifications to the bodysell are authorised provided they have no other function than to allow the fixing of the master cylinder and/or the pedal box and they are not at variance with other points of these regulations.

5.21a WHEELS/STEERING

5.21.1a The type of steering wheel is free, subject to Motorsport UK Regulation J5.7 & regulation 5.9.1.12a.

5.21.2a The steering rack must be a standard or homologated component. The power steering system is free or may be removed. Cooling for the power steering system is free. Pipework and its routing for the power steering system are free providing they are not at variance with other points of these regulations.

5.21.3a The standard wheel bolts may be replaced by studs or a centre lock up system.

5.21.4a It is permitted to fit a single wheel spacer on each hub.

5.21.5a Modifications may be made to outer wheel arches as per regulation 5.9.2.7a. No wheel arch extensions are allowed with the exception of authorised body kits.

5.21.6a The top of the complete wheel assembly (flange+rim+tyre) above the wheel hub with the wheel in the straight ahead position must be covered by the wheel-arch when measured vertically.

5.21.7a Maximum Wheel Width: 10 inches between beads.

5.22a TYRES

5.22.1a Cars must run on Goodyear slick dry or wet weather tyres of the following specifications:

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Dry: Goodyear 636913 - 265/660R18 GY SLICK TC 02B3
 Wet: Goodyear 635365 - 265/660R18 Wet CR9000 TC 01W2

5.22.2a Tyres must be supplied by the Championship Technical partner:

Mr Tyre Motorsport Ltd
 Unit 1, Apex Centre
 Lovell
 Tamworth
 B79 7TA
 Tel: 01827 211021

Contact: Stuart Abbott - stu@mrtireMotorsport.com / Dan Jeffs - dan@mrtireMotorsport.com

Trackside fitting and support will be provided by the Championship's technical partner.

5.22.3a It is not permitted to mix wet and dry weather tyres on the same vehicle.

5.22.4a The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend.

5.22.5a Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.

5.22.6a All tyre pressure regulation or tyre pressure monitoring systems are prohibited.

5.22.7a Dry weather tyres will be supplied with a registered bar code. It is solely the Entrant's/Driver's responsibility to ensure the bar codes on the tyre nomination form are the registered bar codes of the tyres fitted to the car. It is not permitted to use tyres unless their bar codes are listed on the tyre nomination sheet.

5.22.8a The online Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Race Centre before the first qualifying session: <https://www.touringcartrophy.co.uk/tyre-declaration-form/>

5.22.9a Dry Weather Tyres:

- The maximum number of new dry weather tyres available for each driver over the 2021 season will be 48.
- For the first event competitors may use a maximum of 12 new tyres and a minimum of 6 new tyres. No 'used' tyres can be used.
- From the second event competitors may use no more than 6 new tyres and 4 previously nominated used tyres per-round.
- A new tyre can be deemed to be new if it has not had any use on a vehicle.

5.22.10a Wet weather Tyres:

- The number of wet weather tyres will not be limited.
- No intermediate option will be made available.

5.22.11a During an Event, checks will be made by the Championship Eligibility Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form.

5.22.12a In the event of damage to a nominated slick tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Championship Scrutineer. The tyre record form will be updated accordingly.

5.22.13a Tyres for official tests, warm-up and Free Practice sessions are free (subject to 5.21.1).

5.23a VEHICLE WEIGHTS

5.23.1a The minimum weight for each vehicle, including the driver as defined by Motorsport UK Regulation J5.15 is:

- TCR cars (as WSC BOP figures)



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- NGTC cars: 1300kg

- 5.23.2a The minimum weight must be respected at all times during the event, in particular when the car crosses the finish line.
- 5.23.3a The minimum weight (base weight) of individual cars may be subject to review at any time during the season. Championship Organisers may implement a variation via an official bulletin.

5b TECHNICAL REGULATIONS – TCR CARS ONLY

5.1b INTRODUCTION

- 5.1.1b The technical regulations are as detailed on the TCR website. Competitors will need to register for access.

5.2b GENERAL DESCRIPTION

- 5.2.1b Competitors must ensure their cars comply with the conditions of eligibility and safety throughout the events.
- 5.2.2b The declaration and presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 5.2.3b The TCR Class is reserved for TCR cars in conformity with the TCR Technical Regulations.
- 5.2.4b TCR Technical forms, compulsory to take part in any TCR Competitions, are issued by WSC Ltd. In accordance with TCR Technical Regulations WSC Ltd may issue Temporary TCR Technical Form in case of new models. WSC is the only authority able to replace a Temporary Technical form with a TCR Technical Form.
- 5.2.5b The models accepted are listed on the official TCR website. The list may be amended at any time by the TCR Technical department.

5.3b SAFETY REQUIREMENTS

- 5.3.1b All cars must conform to the general and competition regulations of the Motorsport UK, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. Competitors should refer to the Motorsport UK General Regulations sections J5, Q and K.
- 5.3.2b It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean and in good condition so that faults can be easily spotted and identified. Likewise, the components of the car should be race-worthy to the best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure their cars are properly prepared, well presented and clean prior to practice, qualifying and the races.

The Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

5.4b GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1b TCR UK is a class for TCR cars that have been specifically designed and built and are recognised as TCR cars by WSC. The only adjustments permitted to these cars are those detailed within the Technical Regulations.
- 5.4.2b All vehicles must comply with Motorsport UK General Technical Regulations contained within Sections Section J & Section Q of the Motorsport UK Yearbook.
- 5.4.3b If in the light of experience, when safety related changes to these regulations are necessary, competitors will be given at least 10-days notice to effect modifications.
- 5.4.4b No standard components can be modified, substituted, relocated or changed in any way, except those specified within the Technical Regulations.
- 5.4.5b The Technical Regulations are set out in accordance with the Motorsport UK specified format. It should be clearly understood that if the text contained herein does not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the TCR model are NOT permitted.

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5.5b ENGINES

- 5.5.1b Competitors are limited to one engine per season without incurring a penalty.
- 5.5.2b The engine is associated with the driver's race number. It will follow the driver if they change cars, unless the new car is of a different model.
- 5.5.3b If a driver is absent from one or more Events that engine will be associated with the TCR Technical Form of the car.
- 5.5.4b In case of a car model competing with a TCR Temporary Technical Form, an additional change of engine may be allowed solely at the discretion of the Series Organisers after a detailed report is submitted by the Eligibility Scrutineer.
- 5.5.5b An engine will be considered as having been used once the car has left the pitlane.
- 5.5.6b Each engine must be sealed by the Eligibility Scrutineer before being used by the competitor for the first time. It will be sealed in a way that prevents the dismantling of the cylinder head and oil sump.

Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

Any seal breaking without prior approval/authorisation will be penalised which may go as far as disqualification.

The breaking of any seal without prior approval/authorisation will be considered as a change of engine.

- 5.5.7b The replacing of an engine by a competitor must be requested in writing to the TCR scrutineer by using the official Engine Change Form.

A change of engine will automatically result in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure, the onus of proof being on the Competitor. In exceptional circumstances the Race Director/Clerk of the Course may waive the penalty if they believe the penalty has already been served.

5.6b TURBOS

- 5.6.1b A TCR car may use no more than four Turbo units during the TCR UK Championship, without penalty. This supersedes the TCR Technical regulations.
- 5.6.2b A turbo will be considered as having been used once the car has left the pitlane.
- 5.6.3b Each turbo must be sealed by the Eligibility Scrutineer before being used by the competitor for the first time.

Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

The breaking of any seal without prior approval/authorisation will be considered as a change of turbo and will be penalised, which may go as far as disqualification.

- 5.6.4b Any additional change of turbo automatically results in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure. The onus of proof being on the competitor.

5.7b REPLACEMENT CARS

- 5.7.1b At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified.
- 5.7.2b No replacement cars are permitted to be used at any individual Event during the Championship.

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5.8b WEIGHT

- 5.8.1b The Minimum Racing Weight is as per BOP including the driver, as it crosses the line.
- 5.8.2b Only scrutineers, officials and team members - on officials' request - may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

5.9b BALANCE OF PERFORMANCE

- 5.9.1b The weight of the cars (TCR Technical Regs) and it's balance of Performance (BoP) will be defined by WSC before the start of the season and may be updated during the season according WSC Bulletin releases.
- 5.9.2b The BoP and the adjustments to the technical specifications of the cars are carried out by WSC. WSC is the exclusive owner of TCR Technical Regulations and IP rights, and the entity that authorised the Promoter to use TCR Technical Regulations.

Any breaches of these rules will be reported to the Clerk of the Course and Championship Organisers.

- 5.9.3b The BoP and the adjustments to the technical specifications of the cars are carried out by WSC Ltd.
- 5.9.4b TCR cars with a DSG gearbox are permitted to retain and use ABS.

6 COMPETITION NUMBERS & CHAMPIONSHIP DECALS

6.1 DECALS TO BE PROVIDED BY TEAMS

Race numbers – fluorescent yellow:

- a. Windscreen: 150mm high (min). To be placed on the passenger side upper area, no closer than 50mm from the lower edge of the sun-strip and 50mm from the pillar.
- b. Side window: 200mm high/20mm thick
- c. Rear window: 150mm high

Driver name – white:

- d. Font: Helvetica Condensed BoldStyle: Initial – dot – space - surname (eg: B. Lightyear)
- e. Height: Sides & rear screen x 80mm / Front screen x 100mm
- f. Length: 450mm (max)
- g. Position: Below competition number on front windscreen, rear side windows and rear window (centre).

Driver's national flag:

- h. 80mm high x 120 mm wide, positioned in front of the driver's name.

6.2 DECALS PROVIDED BY ORGANISERS

Competitors will be provided with a set of Championship decals before their first round on receipt of the appropriate registration fee. Replacement decals can be purchased via the Championship coordinator and are chargeable to the competitor.

Championship Sponsors' and Club Time Attack decals must be affixed in, or near, the positions detailed on the official diagram. Championship Sponsors' must take preference to any other decals.

The sponsors decals which each vehicle and driver must carry must be fitted as per the Championship Bulletin. All decals must be displayed in the prescribed location and orientation.

Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race. Any moving or resizing of decals must be agreed in writing by the organisers. If in doubt, contact the Championship co-ordinator.

Cars must run the Championship dash number board that must be clearly visible in the in-car camera footage.

No additional stickers or livery may appear on the front windscreen of the vehicle other than the supplied screen strip fitted without alteration to its appearance.

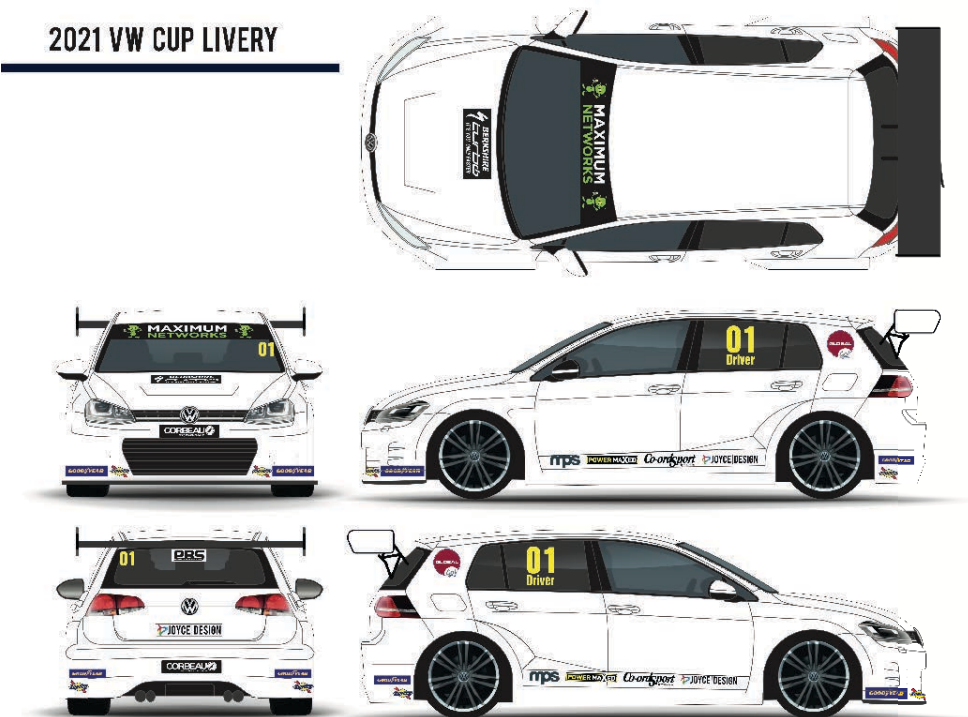
The same rules apply in the case of drivers' racesuits.

6.3 LIVERY & LOGO PLACEMENT

Race Suits: Diagram showing position of sponsor logos to be confirmed via official bulletin.

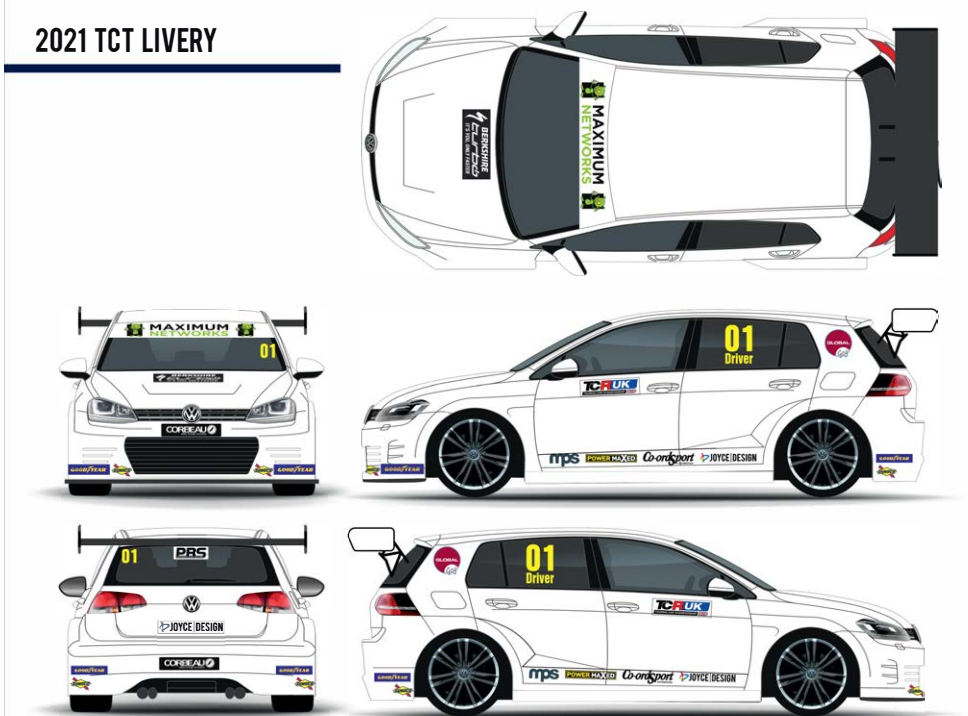
Car: Diagrams showing position of sponsor logos are shown on the following page.

2021 VW CUP LIVERY



JOYCE/DESIGN OFFICIAL GRAPHICS SUPPLIER FOR THE VOLKSWAGEN RACING CUP

2021 TCT LIVERY



JOYCE/DESIGN OFFICIAL GRAPHICS SUPPLIER FOR THE TOURING CAR TROPHY

7 COMMERCIAL UNDERTAKINGS

7.1 GENERAL

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSC.

Acceptance of entry 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 Championship 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. Penalty for breach of this agreement may result in disqualification from the Championship. This also extends to social media activity (4.3).

It is a condition of the organising club that the Time Attack Championship will be given priority on matters relating to paddock area and track time allocation.

Logos and corporate identities of all parties involved with the Championship are subject to IP rights and cannot be used without written permission of the specific registered owner.

7.2 ADVERTISING & LIVERY

- 7.2.1 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle, overalls or overt team collateral carry any form of sponsorship or advertising which conflicts in any way with the Championship and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Organisers in such situation is final.
- 7.2.2 The sponsor's decals which each vehicle and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.
- 7.2.3 Any area of the car, which has not been claimed for application of Championship or mandatory Motorsport UK decal/number requirements are free for use, within the guidelines of Motorsport UK General Regulations.
- 7.2.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. Championship Organisers reserve the right to censor any advertising which may be deemed unsuitable.
- 7.2.5 Competitors are reminded of the restrictions on tobacco advertising and also that anything deemed as offensive is prohibited. Any Alcohol branding/advertising must have prior approval from Maximum Motorsport Ltd (at least one week before the Event.)
- 7.2.6 Political statements and slogans of any kind are prohibited.

7.3 PUBLICITY & MEDIA

- 7.3.1 In signing the Championship Registration form each entrant agrees that Maximum Motorsport Ltd, the organising club and the sponsors of the Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated.
- 7.3.2 The Championship must be referred to by its formal title including the sponsors' name (unless a change is notified by official bulletin) in all competitor's own literature and communications. No images taken at an event or supplied by the Championship or issued by the official photographer can be altered in any way without the permission of the Championship Organisers.

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7.3.3 All registered teams and drivers must participate in the official media activities. This includes, press interviews, social media activity and designated promotional campaigns in accordance with Championship regulation 4.3.

7.3.4 By entering the Championship, competitors and their teams are required to assist Maximum Motorsport Ltd and the organising club in the promotion of the Championship and in particular, the television coverage. All competitors and their teams are obliged to assist by granting interviews and any other reasonable requests by the TV Production company or the Championship Organisers.

7.4 PRESENTATION

7.4.1 Race suits must throughout each round meet the following requirements: Be clean and tidy and clearly display any sponsorship identification with the same conditions to sponsorship display as listed in Section 6 of these Championship regulations.

7.4.2 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability. This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing. Where in the opinion of the Championship Organisers this effort has not been made future race entries may not be accepted and their opinion will be final.

7.4.3 Grid boards with car number and driver name may be provided. In which case Entrants are required to supply one Grid Person per car in appropriate clothing. Notification of this activity will be communicated to teams in advance of the meeting.

7.4.4 When requested to do so, Drivers must wear the Tyre supplier's hats on the podium.

7.5 HOSPITALITY

7.5.1 Hospitality is not permitted in the circuit or paddock areas without prior agreement from Maximum Motorsport Ltd. Please be aware that the rights for the provision of hospitality in the paddock at race circuits belongs to the circuit owners and/or Championship Promoters/Organisers. There will be a site fee for hospitality of up to £1500 per event. In all cases the size of the structure is to be confirmed to the Championship Organisers for paddock layout planning.

7.5.2 Race catering is allowed for the use of drivers and team members only.

7.6 TCR COMMERCIAL AGREEMENT

PARTIES

The Promotor Maximum Motorsport Ltd.

The Organiser: Club Time Attack

The Entrant: As defined on the Championship Registration Form

OBLIGATION

By signing the Championship Registration Form the Entrant confirms their participation in Goodyear Touring Car Trophy incorporating TCR UK for the 2021 season and agrees to be bound by the Championship Regulations. Maximum Motorsport Ltd reserves the right to apply penalties and fines for not respecting the obligations in this Agreement.

The Entrant grants to Maximum Motorsport Ltd: The worldwide (exclusive save as against the Competitor) right to use, represent, reproduce and licence the names, trademarks, images, likenesses, representations and logos of the Competitor, its drivers and crew, and/or its racing cars for the purposes of this Agreement, for the conduct of Goodyear Touring Car Trophy TCR UK, in the broadcast of Goodyear Touring Car Trophy TCR UK (in any country or part thereof, in any language, on any media now known or developed in the future, and including the right to sublicense such broadcast) and on TCR advertising, public relations and promotional material (including without limitation websites,

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internet and/or mobile telephony applications, newsletters, indication boards, backdrops, press releases, and TCR official cars); and the right to use, represent, and reproduce, and license to third parties the use of, the Competitor's IP for the purpose of producing promotional and/or commercial items to exploit the reputation and the name of the Goodyear Touring Car Trophy TCR UK and of all its elements.

TERM

This Agreement shall be deemed to have commenced on registration date and shall remain in force until 31st December 2021.

IP RIGHTS

Each Party declares to be the legal owner of its intellectual property rights ("Intellectual Property Rights" or "IP Rights") relating to which intellectual property rights are granted to the other Party in accordance with the terms and conditions of the Agreement.

Each Party will keep the other Party regularly informed during the Term of any use or reproduction of the other Party's trademarks made in application of the provisions of this Agreement. Any use, representation or reproduction of a Party's IP Rights not envisaged under this Agreement shall be not permitted without the written prior approval of the other Party.

REPRESENTATIONS AND WARRANTIES

Each Party represents and warrants that it has full power and authority to enter into this Agreement and perform its obligations under it, and that by doing so it will not breach any other agreement or obligation; and in exercising its rights and obligations under this Agreement it will comply with and not infringe any applicable legislation, including but not limited to laws and regulations banning bribery, money laundering, staging of events, and/or advertising of particular products (including without limitation tobacco, alcohol and/or gambling) in the United Kingdom, the Competitor's jurisdiction of registration, any other country of the European Union, or any other country where an Event is scheduled to be held, nor will it knowingly or willingly cause the other Party to be in breach of any such legislation.

MISCELLANEOUS

Neither Party may assign this Agreement without the other Party's prior written consent, however Maximum Motorsport Ltd may assign this Agreement to a parent, subsidiary or sister company provided it gives the Entrant written notice of such assignment within 60 days.

Each Party undertakes to keep confidential any information relating to this Agreement or which it obtains under or in connection with this Agreement and not to use such information or disclose it to any other person, unless required to do so by law or by any competent regulatory authority or if such information is in the public domain other than through breach of this Clause.

Exclusion of Third Party Rights: Notwithstanding any other provision in this Agreement, a person who is not a Party to this Agreement has no right under the Contracts (Right of Third Parties) Act 1999 (the "Act") to rely upon or enforce any term of this Agreement. Nothing in this Agreement shall affect any right or remedy of a third party which exists or is available other than as a result of the Act.

This Agreement together with the Appendices constitutes the entire agreement between the Parties in relation to its subject matter, and replaces and extinguishes all prior agreements, draft agreements, arrangements, undertakings of any nature made by the Parties, whether oral or written, in relation to such subject matter. Each party warrants to the other that in entering this Agreement it has not relied on any such previous arrangements, understandings, representations, agreements, communication or commitment (whether given directly by a Party or obtained from third parties including without limitation from the public media).

No variation of any of the terms or conditions hereof may be made unless such variation is agreed in writing and signed by both of the Parties.

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Nothing contained in this Agreement shall be construed or deemed to constitute a partnership, joint venture or employment relationship between the parties hereto and save as expressly herein provided no party shall hold itself out as the agent of the other.

Each Party is responsible for their own tax, insurance, legal and related affairs with regards to entry into, exercise of rights and obligations under, and payments made under, this Agreement.

If any clause or any part of this Agreement or the application thereof to either party shall for any reason be adjudged by any court or other legal authority of competent jurisdiction to be invalid, such judgment shall not affect the remainder of this Agreement which shall continue in full force and effect.

In the event of any contradiction or inconsistencies between this document and the Appendices, the provisions hereof shall prevail over those of the Appendices.

It remains understood that this agreement is an integral part of the TCR Registration Form, without the signature of this agreement the team/entrant/competitor will not be authorised to compete in the TCR UK.

This Agreement shall be governed by and construed in accordance with English law and the Parties submit to the exclusive jurisdiction of the English courts in London.

CHAMPIONSHIP CONTACTS

Organising Club:	Club Time Attack Kleer House, Windsor Industrial Estate, New Road, Sheerness, Kent ME12 1NB www.timeattack.co.uk 01795 580366
Club Competition Secretary:	Simon Slade simon@timeattack.co.uk 01935 424873/07966 153555
Championship Promoter:	Maximum Motorsport Ltd www.maximummotorsport.uk
Championship Coordinator:	Nicki Lines nicki@maximumgroup.net 07939 718048
Eligibility Scrutineer:	Ian Billett ian.billett@maximumgroup.net 07342 286755
Public Relations:	Simon Slade simon@rpmprmo.com 01935 424873/07966 153555
Championship Rolling Road:	Street Racers Unit E, Syston Mills, Mill Lane, Syston, Leicester LE7 1NS 0116 260 37000
Tyre Supplier:	Mr Tyre Motorsport Unit 1 Apex Centre, Lovell, Tamworth B79 7TA dan@mrtymotorsport.co.uk 01827 211021