



Volkswagen Castrol Cup

Technical Regulations

2013

Table of Contents

1. Technical Regulations Basis.....	3
2. Types of vehicles allowed to take part in VWCC.....	3
3. Car service	3
4. The range of repairs	3
5. Possible settings	4
6. Service tent	4
7. Scrutineering	4
8. Safety equipment of the car.....	4
9. Minimum weight	5
10. Fuel	5
11. Tyres	5
12. Transmission, data registration.....	6
13. Push-To-Pass (temporary increase of engine power)	6
14. Final remarks.....	6

1. Technical Regulations Basis

1.1 The present Regulations are based on rules of International Sporting Code FIA.

2. Types of vehicles allowed to take part in VWCC

2.1. In the season 2013 of Volkswagen Castrol Cup, hereinafter referred to as VWCC, only Volkswagen Golf VWCC version cars delivered by the Organizer with the rules of the present Regulations are allowed to start.

2.2. Cars taking part in VWCC 2013 will be assigned to the participant for the whole 2013 cycle.

2.3. During the whole VWCC racing season the participant will be entitled to start in the car that is assigned to him/her.

3. Car service

3.1. The cars will be fully serviced by the service staff appointed by the Organizer.

3.2. Any repairs, settings, adjustments, maintenance and other works can be done exclusively by people authorized by the Organizer.

3.3. Any violation of this rule by the participant will cause imposing the penalty including exclusion from VWCC.

4. The range of repairs

4.1. All decisions concerning: the necessity to rebuild, repair, setting adjustments and other technical details for particular Rounds are made by the Organizer.

4.2. The report will be made after each Round concerning any visible damages and it will be signed by the suitable participant and the Organizer's representative.

4.3. Apart from recorded visible damages, about other damages which may be noticed during detailed inspection or car's repair after the Round, the participant will be informed by the Organizer.

4.4. The inspection will be made after second Round's racing in the service tent. In the event of participant's absence during car's inspection the report will be made by the Organizer's representatives.

5. Possible settings

5.1. Apart from settings which the participant or his/her assistant (helper) can make by themselves that is: steering wheel position setting, seat belts adjustment, tyre air pressure adjustment (only from air cylinder delivered by the Organizer), on request of the participant the Organizer's mechanics can change the hardness settings of the front Anti-Roll-Bar.

There are 3 possible hardness settings allowed: soft, medium and hard.

5.2. All other parameters are standard settings for all vehicles for particular Rounds made by the Organizer without the possibility to make personal changes.

6. Service tent

6.1. Access to service tent and vehicles apart from normal working hours is possible only after earlier agreement with the suitable team's manager of the Organizer.

6.2. Working hours will be placed on the VWCC noticeboard.

7. Scrutineering

7.1. For the scrutineering the participants must appear with the appointed driver's safety equipment, see MKS attachment 'L' (available in English, French: www.fia.com and Polish: www.pzm.pl).

7.2. The drivers must conform to the orders of the Technical Commissioner concerning the control.

7.3. After each training and qualifying sessions and each racing the vehicles must be immediately directed to the closed park (park ferme).

The road from finish to park ferme is subject to the rules of park ferme.

7.4. Closed park (park ferme) will be in the Organizer's paddock.

8. Safety equipment of the car

- OMP six-point seat belts,
- (Cr-Mo) Wiechers Sport roll cage, FIA and DMSB approval,
- OMP extinguishing system approved by FIA hom. Ex.008.00 Ecolife,
- electric switch (circuit cut-off) in accordance with Article 253.11,13 Attachment 'J',
- complex windscreen,
- side net mounted to the safety construction,
- OMP sports seat, FIA approval,
- front and rear tow handles,

- two-circuit brake system,
- additional engine cover protection.

9. Minimum weight

9.1. All cars have got the same gross weight.

9.2. Minimum driver's weight together with complete equipment is 80kg.

9.3. In case of not fulfilling the conditions point 9.2. the ballast will be added to the car which results from the difference between the regulation weight and the real driver's weight.

9.4. Weight control will be made minimum twice a season. It is assumed that the competitor's weight will not change between the next weight controls.

9.5. Minimum weight must be kept throughout the Round.

10. Fuel

10.1. Fuel supplied and refuelled by the Organizer is obligatory.

10.2. All cars ready to training and qualifying session, qualifications and races will have the same amount of fuel.

10.3. The decision about the amount of fuel which the cars will be filled is made by the Organizer.

10.4. It is forbidden to add any substances to the fuel.

11. Tyres

11.1. In VWCC series only tyres provided by the Organizer will be used.

11.2. There are 8 (eight) slick tyres for each vehicle which went through scrutineering.

11.3. There are 8 (eight) new slick tyres for the first Round for each vehicle. For each next Round there will be 6 (six) new slick tyres and 2 (two) slick tyres from the previous Round chosen by the competitor.

11.4. In special cases the Organizer can change the number of planned slick tyres for the Round e.g. in the event of using wet tyres. The decision about the possible use of wet tyres concerning their number and way of using is made by the Organizer.

11.5. Using any substances to raise the tyres' temperature before the start or on the start to training session, qualifications or races is forbidden. Using any chemical substances, heat or mechanical treatment of the tyres is also forbidden. Covering tyres on the start is unacceptable.

12. Transmission, data registration

12.1. Each car is equipped with telemetry system (data logging) AIM EVO- 4 type from AIM company which service is done by the specialized Organizer's stuff.

12.2. Telemetry data of each participant will be available to him/her after each training session, qualifications and race.

12.3. Car's telemetry data from the qualifying session, qualifications one of the four first drivers will be available to all VWCC participants for comparison. Those participants will be selected by the Organizer during particular Rounds.

12.4. It is forbidden to bring and install in the cars taking part in VWCC championships any devices used for recording the image, sound and communication parameters and capable of influencing the car's operation.

12.5. Only devices for media purposes allowed and installed by the Organizer can be placed in the cars. The Organizer decides in which cars those devices will be installed.

13. Push-To-Pass (temporary increase of engine power)

13.1. Vehicles are equipped with Push-To-Pass (P2P) which enables temporary increase of engine power. This system is activated with the button placed in the steering wheel. Limited time of system's lasting and use's frequency will be published in bulletins of particular Rounds. After reaching the earlier defined operating time period there will not be possible to switch off P2P system manually.

13.2. For the duration of particular activation of P2P functions the lamp mounted on the vehicle's windscreen will be lit whereas the displays on side windows will flash informing about the amount of P2P left to use.

14. Final remarks

14.1. The Organizer in agreement with Polish Motor Association (PZM) can decide about supplementary rules or changes which will have an immediate effect and will be part of these Regulations.

14.2. The right to change and interpret the Present regulations is entitled to the Cup's Organizer with the agreement with Main Motor Sports Committee (GKSS) PZM.

14.3. Matters not settled by the present Regulations are dealt by the International Sporting Code FIA.