



**REGULATIONS of
VOLKSWAGEN GOLF CUP**

2015



Polish Automobile and Motorcycle Sport Federation
PZM Automobile Sport Commission
www.pzm.pl

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**„VOLKSWAGEN GOLF CUP“ (VWGC)
2015 REGULATIONS**

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1. GENERAL PROVISIONS

1.1 Volkswagen Racing Polska (VRP) together with Volkswagen Group Polska (VGP) and in cooperation with Polish Motor Association (PZM) organize the new series of track races starting 2015 under the name of "VOLKSWAGEN GOLF CUP" (VWGC)

1.2. The races are organized on the basis of:

- International Sporting Code FIA together with attachments
- Polish Circuit Championship's Regulations (WSMP) for 2015
- bulletins issued by the GKSS
- present regulations
- organiser announcements issued by the VRP
- Environmental Protection Regulations in motor sports
- official international PZM sport calendar valid for the present year

1.3. The championship will be held to get the titles of Champion, Vice-Champion and 2nd Vice-champion in individual classification.

1.4. Only cars prepared and delivered by the Cup's Organizer will be allowed to start. The vehicles are the property of the Organizer and will be delivered to all rounds together with full service. These cars must be prepared in accordance with the rules of VWGC Technical Regulations.

1.5. The drivers who sign the contract and attachments with the Cup's Organizer, will be allowed to take part in this Cup. The contract will obligate them to take part in all VWGC rounds in 2015.

1.6. The unexcused absence on the races will impose an obligation to pay financial fine of 5.000 Euro. Exceptional force majeure which may be verified only by the Organizer will be recognized as an excused absence. Agreed by the driver and the Cup's Organizer, there is a possibility to allow another driver to participate in the round. He will take over all the duties concerning the contract of the absent driver. Neither wins he prizes nor scores points to the Cup's annual classification but in case of gaining 1st to 3rd place, he/she will take part in the winners' decoration on the podium.

1.7. The drivers born from the 1st of January 1983 are allowed to take part in the Cup. The regulations do not apply to women.

The Organizer reserves the right to allow the drivers being older than the permissible age limit take part in the competitions.

1.8. Each driver must have valid national licence BC (BC Junior) for 2015 or another racing licence issued by ASN federated in FIA (Art. 20 International Sporting Code).

1.9. The driver's equipment must be in accordance with FIA regulations for the year 2015. Using overalls, long underwear, balaclava, socks, shoes and gloves in conformity with FIA homologation (FIA STANDARD 8856-2000) is obligatory. Helmets must comply with technical list number 25 of the attachment "J". Using FHR (FRONTAL HEAD RESTRAINT) system in accordance with technical lists number 28, 29 and 30 of the "J" attachment together with attachment "L" is compulsory.

1.10. The Organizer allows additional drivers so called VIP Driver and Gest Driver to take part in the competition. They neither win prizes nor points to the annual Cup's classification but they take part in the winners' decoration on the podium in case of gaining 1st to 3rd place.

2. CALENDAR OF EVENTS

2.1 In 2015 season there will be 6 rounds (12 races).

2.2 Calendar approved by GKSS PZM:

24-26 April	Germany	Oschersleben
19-21 June	Slovakia	Slovakiaring
03-05 July	Germany	Lausitzring
28-30 August	Germany	Sachsenring
18-20 September	Czech Republic	Autodrom Brno
02-03 October	Poland	Tor Poznań

3. APPLICATIONS

3.1. The drivers who meet the requirements of the Present Regulations and Source given by the Cup's organizer concerning every round, will be allowed to take part in VWGC.

3.2. The driver is obliged to keep the regulations included in the above mentioned documents and to take part in all presentations and competitors' briefings during and after the competitions, winners decorating and press conferences both before the racing and after finishing.

3.3. All drivers taking part in VWGC should proudly represent the Cup's Organizer and they automatically become ambassadors of VOLKSWAGEN brand name and PZM

4. STARTING NUMBERS

4.1. Starting numbers for 2015 season will be given before the opening of the season on the basis of Organizer's decision.

5. ADMINISTRATIVE CHECKS

5.1. Participants/drivers present to the Cup's Organizer original of the application form for the start in season 2015 in all racing weekends and agreement for the start from the mother ASN so called „Start Permission“.

5.2. Participants/drivers must show valid licence of the participant/driver upon request of the organizer and competition authorities.

5.3. Only participants/drivers with valid medical examination will be allowed to take part in the Cup. (The entry in health card is valid 6 months for the participants till the finishing of 23 years and 12 months for the rest (if the doctor did not specified a shorter period).

6. MEDICAL EXAMINATION

6.1. It is the duty of the contestant to undergo medical examination if such was ordered by the Cup's authorities. It concerns especially examination for the content of alcohol, intoxicants and anti-doping tests.

6.2. The refusal to undergo medical examination or not coming to the event is tantamount to a positive test outcome and will result in exclusion from the Cup.

6.3. Not accepting the driver to the race taking into consideration the actual state of health is possible only on the basis of the Doctor's opinion.

6.4. In case of collision after which the medical treatment was necessary, the driver may take part in the next part of the competition after issuing positive opinion by the Competition Doctor and with his consent.

7. TYRES

7.1. The Organizer provides "slick" and "wet" type of tyres for each Cup's round, equal for all the competitors.

7.2. The only producer which delivers tyres to the VWGC Cup is HANKOOK.

7.3. Tyre size: 240/640/18 - "slick" or "wet".

7.4. The decision to choose either "slick" or "wet" belongs exclusively to the Organizer and will be given 15 minutes at the latest before the procedure of of the race's start.

8. THE PROCEDURE OF CHANGING TYRES IN CASE OF A SUDDEN WEATHER CHANGE.

8.1. In case of a sudden weather conditions change and the change in the track's surface (rainfall) the procedure of changing tyres is applied in consultation with the Director of the race.

8.2. In case of starting the race on dry surface with "slick" tyres and sudden weather change i.e. rainfall:

- a) when the procedure of starting began from the board 5 minutes – the start is delayed (start delayed) and the cars are going from starting positions to Pit line to change the tyres. After changing tyres in all cars, the participants are going to the starting position again, according to the place gained on the starting position and the procedure begins from the board 5 minutes.
- b) when less than 50% of the race distance has been driven, the race is interrupted (all PO give red flags) and the cars go to the red flag line and next to Pit line in order to change the tyres to "wet". After changing tyres in all cars the race is restarted after SC – the participants go after SC in the order in which the race has been interrupted. Safety Car goes at least 2 laps (unless the Director of the Race takes a different decision) and next the SC leaves the track and the race is restarted (the restarting procedure is in accordance with attachment H to MKS chapter 2 Art. 5),
- c) when 50% and more of the race distance has been driven, the race is interrupted without restarting and points are given according to Art. 14.6 of the VWGC Regulations.

9. SERVICE

9.1. The cars are provided by the Organizer in identical technical specification.

9.2. Every contestant should declare before the opening of the season, one person who will serve during all round as a helper/assistant called "helper". If during the season there is a change of such a person, one should report this fact to the Organizer before the next round.

9.3. The contestant and his/her helper/assistant have the right to regulate and choose the tyre pressure and to report to the Organizer the suggestion to change the hardness of the front stabilizer but such an action can be done only by the Organizer's service staff.

9.4. Any other servicing, mending, regulating actions are also done only by the Organizer's service.

9.5. In the event of destroying the car to such an extent that it is impossible to repair it before the race starts, the contestant may not have the possibility to start the race even though the servicing staff's complete involvement in mending the damaged car.

9.6. It is forbidden to install any additional cameras by the participants and helpers. Cameras are installed only by the Cup's organizer.

10. COMPETITIONS/DRIVERS' BRIEFING

10.1. The Cup will be held during maximum 3 days referred later as to 'round'

10.2. Each round comprises of two free practices lasting 30 minutes each, 30 minutes qualifying session and two main races.

10.3. Taking part in both official meetings and also briefings run by the Cup's Organizer and competition's authorities is compulsory. Late coming or absence of the driver will be fined up to 100 Euro. The amount of fine will be decided by the Cup's Organizer.

10.4. Only drivers and guests invited by the Organizer can be present at the official briefings.

11. QUALIFYING

11.1. To take part in the main races the driver must finish compulsory qualifying session or is admitted by the Organizer in the situation described in point 10.4

11.2. Finishing the qualifying session means driving minimum 1 lap with the time keeping system.

11.3. Each driver has to get the minimum time of 1 lap no more than 110% of the best lap.

11.4. If the driver did not drive any lap or did not take part in the qualifying session he/she may be allowed, with the acceptance from the competition's authorities taking into consideration the knowing of the track, to start from the last starting position. In case there are several such drivers the starting position order depends on the starting numbers of these drivers.

11.5. The Director of the race may interrupt the qualifying session if he thinks it is necessary. After restarting of the qualifying session there is no need to prolong it to its original duration. In case of interrupting the qualifying session, no protest will be accepted concerning possible influence of effects of interrupting the qualifying session to the classification order.

11.6. Any practice and taking part in other racing series on the tracks which will be organizers of each rounds (placed in the Calendar of Events) is forbidden 30 days before the event and during the rounds on each track. Taking part as a driver in other races or any events on these tracks in the above mentioned times – only with the consent of the cup's organizer under pain of exclusion from the next round.

12. COURSE OF THE RACE

12.1. During each round there will be 2 main races.

12.2. The distance of each race is minimum 50 km. In exceptional circumstances (e.g. the use of Safety-Car) the race will be stopped after 25 minutes of its lasting when the leader of the race will cross the finish line after that time.

12.3. Starting position order for the first race is determined by the fastest time lap in the qualifying session. The driver with the best qualifying session time starts from pole position, second from position 2, third from position 3 and so on. If two or more drivers have the same time - the best position will be for the driver who got this time as the first. The drivers who did not finish the qualifying session or did not take part in it, will have the starting position in the order described in point 10.4

12.4. Starting position for the second race is determined by the second fastest lap time gained in the qualifying session. If two or more drivers gained the same time – the better starting position place in the second race will be given to the driver who gained the second best time lap as the first. If the participant does not drive the second measuring lap, he/she will be placed on the last starting position to the second race.

12.5. The start to both races is the standing start (Grand Prix) and it follows according to procedures described in WSMP Regulations art. 16.1 and in Supplementary Regulations of each round. In justified cases e.g. during bad weather conditions the competition's authorities and Cup's Organizer may decide to allow the flying start after the Safety Car described in WSMP Regulations art. 16.7

13. DRIVER'S RESPONSIBILITIES ON THE TRACK

13.1. The driver is obliged to sports rivalry according to 'fair play' and to follow 'track driving code' according to paragraph IV attachment 'L' of the International Sporting Code FIA.

14. RACE CLASSIFICATION

14.1. The winner of the race is the driver who drove the required time distance and as the first crossed the finish line. Next places go to the drivers who crossed the finish line after the leader in the order of finishing the race and depending on the number of completed laps.

14.2. Finishing the race means crossing the finish line within no longer than 5 minutes after the winner has crossed the finish line.

13.3. For the driver to be classified, he/she must drive within this time 80% of the distance driven by the race winner.

14.4. The driver who did not cross the finish line but completed the required 80% of the distance will be classified straight after those drivers who crossed the finish line.

14.5. The end of the race is possible through crossing the finish line on the PIT-LINE - the driver on the last lap who sees the waving chequered flag has the right not to cross the finish line on the track but go to PIT-LINE and cross the finish line there.

14.6. If the race has to be shorten or stopped (without continuation) the drivers score points/prizes in accordance with the following specification:

- if the leader of the race drives minimum 75% of the planned distance

= 100% points/prizes

- if the leader of the race drives minimum 50% of the planned distance

= 50% points/prizes

- if the leader of the race drives less than 50% of the planned distance - the race is said to be unmatched. Points and prizes are not awarded.

15. POINTS

15.1. Points for every two races in the round are as follows:

Place	Points in the 1st round	Points in other rounds
1st	25 pts	50 pts
2nd	21 pts	42 pts
3rd	19 pts	30 pts
4th	17 pts	34 pts
5th	16 pts	32 pts
6th	15 pts	30 pts
7th	14 pts	28 pts
8th	13 pts	26 pts
9th	12 pts	24 pts
10th	11 pts	22 pts
11th	10 pts	20 pts
12th	9 pts	18 pts
13th	8 pts	16 pts
14th	7 pts	14 pts
15th	6 pts	12 pts
16th	5 pts	10 pts
17th	4 pts	8 pts
18th	3 pts	6 pts
19th	2 pts	4 pts
20th	1 p	2 pts

15.2. Points are not awarded to VIP-Drivers and Guest-Drivers.

16. PRIZES

16.1. 8.000 Euro is set to be the financial prize in every round that is 4.000 Euro for every race according to the division:

Place	The amount of prize in the race
1st	1000 Euro
2nd	750 Euro
3rd	500 Euro
4th	450 Euro
5th	400 Euro
6th	350 Euro
7th	300 Euro
8th	250 Euro

17. FINAL CLASSIFICATION

17.1. Points from all races in each rounds will be added to the final VWGC Cup's classification.

17.2. The driver who scores the biggest number of points will take first place and get the title of Polish Champion, the next second and get the title of Polish Vice-Champion and the next the third place and get the title of 2nd Vice-Champion and so on. In case of scoring the same number of points, the greater number of higher places in the season will count. If still there is no conclusion, better place in the first race of the first round will decide about the final order.

17.3. The driver who gets the first place in the season and gets the title of Polish Champion will not be allowed to take part in the next Cup's edition.

17.4. Prizes in the final classification of the season:

1st place - VW Golf car + 30.000 Euro*

2nd place - 20.000 Euro*

3rd Place - 10.000 Euro*

*Cash prizes from the final classification are intended for the further sporting development of the participant in the field of motor-sport. Detailed decisions will be included in the contract between the participant and Cup's Organizer.

17.5. Handing of the prizes will occur during special ceremony at the end of the season but handing of the championships titles will be at Motorsports Champions Gala. Compulsory attendance on the ceremonies.

18. PENALTIES

18.1. According to the Art. 18 of the WSMP Regulations and WPP for 2015

18.2 The drivers can be also punished for:

- not obeying the regulations included in Supplementary Regulations of particular rounds
- each unlawful action or dealing to the detriment of the competition's interest or motor sport - FIA International Sporting Code Art. 12.1.1.c.
- every action against the regulation rules and towards the Cup's Organizer, and especially for the non sporting way of driving, for not applying to the principles of fair play and sports rivalry on any behavior on the track threatening the security of other drivers during practices, qualifying and races. It concerns also the behavior undermining the good name of the Cup's Organizer, sponsors, participants, sporting activists and other people on the track and outside.

18.3. Besides the penalties imposed in accordance with Art. 18 of the WSMP and WPP Regulations, the organizer can impose additional penalties such as:

- reducing the number of Push To Pass

- financial penalties up to 5000 Euro
- an application to GKSS for excluding the participant from the series.

The penalty imposed by the cup's organizer should be announced to the participant in writing at least before the beginning of the main race. One can appeal against penalties imposed by the cup's organizer only to the one imposing the penalty.

18.4. The participant excluded from the round loses the right to any prizes in the round.

19. OTHER PROVISIONS

19.1. The competitions' participants should behave loyally towards PZM, organizers and official people.

19.2. Participant/Driver submitted to VWGC is responsible for any behaviour both themselves and all members of their team.

20. PROTESTS/APPEALS

20.1. The protest must be lodged in a written form to the Competition's Director.

20.2. There must be the bail enclosed to the protest in the amount defined in Supplementary Regulations of each round.

20.3. Detailed regulations concerning both the course and time of handing in the protests, as well as appeals to imposed penalties are defined by the FIA International Sporting Code in Chapter 13 and 14.

21. FINAL PROVISIONS

21.1. Every recorded case of violating safety rules as a result of vehicle movement in Machine Park by the participant or his/her crew member will be treated as an offence and a penalty will be imposed according to ZSS.

21.2. The organizers of automobile sport events are obliged to take determined action against spectators' shouting - racist, fascist, anti-Semitic, nationalistic, satanic, grossly unethical, approving terrorism, calling for arguments and hatred and also for exposing inscriptions and signs about this meaning.

21.3. Main Commission of Automobile Sport (GKSS) supervises the running of the Racing Cars Polish Championship's 'Volkswagen Golf Cup'

21.4. The right to change and interpret the present regulations is entitled to GKSS together with VPR.

21.5. Regulation's changes can be done in the form of GKSS Announcements issued by PZM

21.6. Matters not settled by the present regulations are dealt by International Sporting Code FIA together with attachments and Racing Cars Polish Championship's Regulations together with GKSS Announcements.

In the event of any dispute concerning the interpretation of the regulations, only the Polish text will be binding.

Approved by the PZM Automobile Sport Commission on 31st January 2015