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2011 VOLKSWAGEN SCIROCCO R-CUP

All registered participants of the 2011 Volkswagen Scirocco R-Cup must fully comply with the regulations and requirements stated below.

PREAMBLE

Volkswagen organises the 2011 Volkswagen Scirocco R-Cup as a series featuring three different classifications:

1. The "Junior Cup" targets young, largely inexperienced racers who are to be given the opportunity to enter touring car sport for a manageable financial outlay.
2. The "Pro Cup" is intended for racers who already possess some experience in a racing car and would like to engage in touring car sport at a semi-professional level for a manageable financial outlay.
3. The "Legend Cup" is reserved to experienced and former professional car racers who are to be afforded the opportunity to continue engaging in motorsport after their active career.

All vehicles for the 2011 Volkswagen Scirocco R-Cup will be provided by Volkswagen and transported, prepared and supported during the events by a General Contractor engaged by Volkswagen. Volkswagen will endeavour to maintain all vehicles fielded at the same technical -level throughout the season in order to make the driving potential of the individual drivers evident, irrespective of their personal economic -circumstances and background.

For questions arising in conjunction with these regulations Volkswagen has appointed a committee (Cup Advisory Board) consisting of three members. The Cup Advisory Board consists of the Cup Coordinator, the Chief Instructor and the Motorsport Director of Volkswagen Motorsport.

For any and all matters relating to the Volkswagen Scirocco R-Cup the respective driver will act as the sole contact person, and in no event will his/her parent(s) or legal guardians/agents do so. This provision will not affect the legal authority/competence of the parents or legal guardians to which they are entitled under the provisions of the sporting or civil code.

1. GENERAL

1.1 Organisation

Volkswagen organises the 2011 Volkswagen Scirocco R-Cup. It is anticipated that the Cup will consist of nine international racing rounds.

These Regulations have been approved by the DMSB on 28 October 2010 under registration number 505.

1.2 Legal Basis of the Series

The regulations stated below fully apply to and are binding without exceptions for the participants of the 2011 Volkswagen Scirocco R-Cup:

- The FIA International Sporting Code including its Annexes
- Any resolutions/decisions and regulations issued by the DMSB
- These Regulations
- Any modifications/amendments to these Regulations issued by Volkswagen and approved by the DMSB; such modifications/amendments possibly being made during the course of the season as well
- Announcements/regulations and supplementary regulations issued by the organisers of the classification rounds
- The Event and Circuit Regulations of the DMSB
- The Legal and Procedural Rules (RuVo) of the DMSB
- The DMSB Environmental Policies
- The Anti-Doping Regulations of the National Anti-Doping Agency (NADA Code)

2. PLANNED EVENTS AND DATES IN 2011 (SUBJECT TO CHANGE)

- 1) 29/04–01/05 Hockenheim (D)
- 2) 03/06–05/06 Spielberg (A)
- 3) 17/06–19/06 EuroSpeedway Lausitz (D)
- 4) 01/07–03/07 Norisring (D)
- 5) 05/08–07/08 Nürburgring (D)
- 6) 02/09–04/09 Brands Hatch (GB)
- 7) 16/09–18/09 Oschersleben (D)
- 8) 21/10–23/10 Hockenheim (D)

3. SPORTING REGULATIONS (IMPLEMENTATION REGULATIONS)

3.1 Participants/prerequisites for participation

3.1.1 Junior Cup

Organised for drivers meeting the following prerequisites:

- Born between 1995 and 1987 (years of birth: 94–87)
- No previous participation in automobile racing events.* Exception: the participation in the 2010 Scirocco R-Cup or the participation in competitions with vehicles of a touring car or formula one-make cup where the vehicles delivered an engine power output of less than 200 hp will not be deemed as a participation in automobile racing events, provided that such participation was limited to the period of one calendar year.
- Successful participation (documented by written confirmation by Volkswagen Motorsport) in a training course which qualifies the participant to compete in the Volkswagen Scirocco R-Cup. Volkswagen Motorsport reserves the right to exempt individual drivers from participation in a training course. The decision on such exemptions will be exclusively reserved to the Cup Advisory Board).
- Possession (during all of the events considered to be part of the Cup) of a valid international driver licence Grade C (according to the 2011 DMSB Licence Rules).

The decision on admitting drivers with a comparable licence (in each case with a valid authorization to compete in foreign events) issued by another ASN will be taken by the Cup Advisory Board on a case by case basis.

If the number of applications to compete in the series received by Volkswagen exceeds the number of available slots in the 2011 Volkswagen Scirocco R-Cup, Volkswagen reserves the right to select the drivers.

The winner of the “2010 Volkswagen Scirocco R Junior-Cup” will not be eligible to compete in the Junior Cup classification of the Volkswagen Scirocco R-Cup.

*Participants who withhold information about their prior racing experience at the time of registration will not be admitted for participation in the Volkswagen Scirocco R-Cup or, if the information withheld becomes available later, will be immediately excluded from the Cup. There will be no entitlement to a refund of the entry fee or parts thereof in this case.

3.1.2 Pro Cup

Organised for drivers meeting the following prerequisites:

- Possession (during all of the events considered to be part of the Cup) of a valid int. driver licence Grade C (according to 2011 DMSB Licence Rules)
- The decision on admitting drivers with a comparable licence (in each case with a valid authorization to compete in foreign events) issued by another ASN will be taken by the Cup Advisory Board on a case by case basis.

The decision on admitting drivers with a comparable int. driver licence of Grades A or B (according to 2011 DMSB Licence Rules) or an FIA Super Licence will be taken by the Cup Advisory Board on a case by case basis.

A written application (on the appropriate pre-printed form) submitted by the driver to Volkswagen Motorsport is a prerequisite for participation in the 2011 Volkswagen Scirocco R Pro Cup. Volkswagen Motorsport reserves the right to reject applications for entry without

stating any reasons. There is no age limit, however, the drivers must possess and be able to document relevant experience in automobile racing. If the number of applications to compete in the series received by Volkswagen exceeds the number of available slots in the 2011 Volkswagen Scirocco R Pro Cup, Volkswagen reserves the right to select the drivers.

3.1.3 Legend Cup

Organized for drivers meeting the following prerequisites:

- Possession (during all of the events considered to be part of the Cup) of a valid int. driver licence Grade C or higher-grade licence (according to 2011 DMSB Licence Rules)

The decision on admitting drivers with a comparable licence (in each case with a valid authorization to compete in foreign events) issued by another ASN will be taken by the Cup Advisory Board on a case by case basis.

A personal invitation by Volkswagen Motorsport to participate in one or more classified races is a prerequisite for participation in the 2011 Volkswagen Scirocco R Legend Cup.

3.2 Guest entrants

Volkswagen Motorsport reserves the right to admit guest entrants.

Guest entrants will neither receive points nor prize money. Registered participants in the series will move up in the points and prize money classifications. Registered participants enjoy priority in contesting events.

3.3 Registration and entry fees

Applications to compete in the series will be submitted on the special, pre-printed form which can be obtained from:

Volkswagen Motorsport
Ikarusallee 7a
30149 Hannover

under Application Volkswagen Motorsport, Applicant's Licence No. BIF 1090950. Applications as well as the required entry fees and a passport picture must be available to Volkswagen Motorsport by 30 Dec 2009 at the latest.

Entry fees are as follows:

| | | 1st instalment due on 30 Dec 2010 | 2nd instalment due on 15 Feb 2011 |
|------------|------------------------|--------------------------------------|--------------------------------------|
| Junior Cup | €50,000.00 plus VAT | €10,000.00 | €40,000.00 |
| Pro Cup | €75,000.00 plus VAT | €10,000.00 | €65,000.00 |

The first instalment in the amount of €10,000.00, together with the application for entry, will be due for payment on 30 December 2010. On this date, at the latest, the instalment must have been received by Volkswagen Motorsport in the form of a cheque or bank transfer document.

The second instalment will be due for payment after mailing of the -invoice and must have been credited to the account of Volkswagen - Motorsport GmbH on 15 February 2011 at the latest. Bank details:

Commerzbank AG
Bank code: 269 410 53
Account number: 685 59 69 00
Swift: COBADEFF269
IBAN: DE 35 269410530685596900

Upon mailing of the invoice the application for registration will be deemed to have been accepted.

Volkswagen Motorsport reserves the right to accept applications for entry and/or instalments received at a later date. The decision as to whether or not or under which conditions late applications and/or late payments will be accepted will exclusively be taken by Volkswagen Motorsport.

If an applicant fails to pay the 2nd instalment by the due date, the registration accepted by means of invoicing will automatically and without further details be cancelled immediately without notice by Volkswagen Motorsport. The 1st instalment will not be refunded.

In case of minors, the application for entry must be signed by the parents or legal guardians of the driver.

3.4 Obligation to participate

Payment of the invoice for the 2nd instalment of the entry fee will be deemed as confirmation of the registration on the driver's part. This confirmation obligates the driver to participate in all of the events and classification rounds which are part of the 2011 Volkswagen Scirocco R-Cup including the official introductory training course to the season. Volkswagen Motorsport reserves the right to exempt drivers from this obligation. In cases of force majeure the obligation to participate will cease.

3.4.1 Driving limitations

Drivers whose applications to compete in the "Volkswagen Scirocco R Junior Cup" or "Pro Cup" have been accepted (mailing of invoice for the 2nd instalment) agree that from 1 February 2011 to 31 October 2011:

- They will no longer drive a motor vehicle on any race track (full or partial track) on which a classification race for the 2011 Volkswagen Scirocco R-Cup is still planned.
- They will not participate in any practice, test or classification round of any other one-make cup

Violations of these prohibitions may be punished by the stewards as follows:

- Fine in the amount of up to €5,000.00
- Prohibition to test/practice
- Cancellation of practice units during the event
- Relegation on the starting grid by 10 positions
- Non-admission to an event
- Exclusion from the series

In the event of a driver being penalised the entry fee will not be -refunded, not even in a partial amount.

3.4.2 Exceptions

From 1 August 2011, registered drivers will have the opportunity to file a request for permission to participate in touring car and/or formula testing events with the Cup Advisory Board. This request must be submitted in writing and specify in detail which vehicles are planned to be driven when and where for testing purposes.

In any event, only tests to be held at race tracks on which no classification race for the Volkswagen Scirocco R-Cup is planned in 2011 after the track test will be approved.

Per driver a maximum of a total of two testing days will be approved.

The decision as to whether or not such a test will be approved rests -solely with the Cup Advisory Board.

3.4.3 Sponsors

Sponsors or name-givers who wish to be named in the official part of the programme alongside the driver's name as well as in nomination, entrants' or results listings without concurrently assuming the function of an applicant can achieve this by acquiring a "DMSB Sponsor's Licence (Sponsor Card)" (only for German events).

The details must be stated on the registration/block nomination together with the DMSB Sponsor Card number.

3.4.4 Scope of services

The registration fee covers the following services:

- All entry fees for the events of the 2011 Volkswagen Scirocco R-Cup
- Participation in the VWM introductory training course for the season
- Provision of a Volkswagen Scirocco R-Cup racing vehicle as specified by the Technical Rules
- All engine rebuilds required due to wear (for exception, see item 3.8.7)
- All gearbox rebuilds required due to wear (for exception, see item 3.8.7)
- All repairs due to wear
- All tyres permitted by the Regulations per event
- All operating substances for the vehicle provided
- All mechanical work for adjustments/settings and repair jobs (except painting jobs)
- Insurances (according to item 3.34)
- Costs incurred for official Cup instructors

3.5 Permanent season tickets

3.5.1 Permanent personal/parking season tickets

Every registered participant will receive for him-/herself and two persons accompanying him/her, respectively, a permanent personal season ticket by Volkswagen Motorsport. These tickets provide admission to the facilities of the event as well as to the paddock. Furthermore, every participant will receive a permanent season parking ticket for his/her privately owned vehicle.

3.5.2 Volkswagen Hospitality season tickets

Every registered participant will receive for him-/herself and two persons accompanying him/her, respectively, a permanent season ticket for the Volkswagen Hospitality marquee. These tickets admit the holders to the Volkswagen Hospitality marquee and to catering of meals/drinks free of charge on event weekends (normally Saturday and Sunday).

3.5.3 Volkswagen Hospitality supplementary tickets

A limited number of Volkswagen Hospitality tickets will be made available for purchase by the participants. These tickets are valid on Saturday and Sunday of the respective race weekend and may be ordered up to 14 days in advance of the event from Volkswagen Motorsport, e-mail: florian.pauleit@volkswagen-motorsport.com.

3.6 Entries

With the confirmed registration, the drivers empower Volkswagen -Motorsport to submit entries in their name for the events at which classification races for the 2011 Volkswagen Scirocco R-Cup are held.

3.7 Vehicles admitted

The 2011 Volkswagen Scirocco R-Cup is exclusively contested with Volkswagen Scirocco vehicles conforming to the technical specifications of these Regulations.

For the Junior and Pro Cup, vehicles will be available in six different -basic colours (black, white, orange, red, yellow and blue). The drivers have the opportunity to state their colour preference. Should demand for a particular colour exceed the number of vehicles available in it, the vehicles will be allocated by the drawing of lots.

Throughout the racing season the driver will not be entitled to a vehicle in the colour allocated to him/her.

Volkswagen Motorsport reserves the right of swapping the vehicles of the participants amongst them. The Cup Advisory Board will decide whether or not and if so which vehicles will be swapped.

3.8 Repair and setting/adjustment work on the vehicle

3.8.1 Support/servicing of the vehicles

The vehicles will be fully supported/serviced by the General Contractor engaged for this purpose by Volkswagen Motorsport. This means: any and all maintenance, repair or settings/adjustment work must be exclusively performed by authorised employees of the General Contractor engaged by Volkswagen Motorsport. Any violation of this rule will result in the immediate exclusion of the participant concerned from the classification.

3.8.2 Scope of repairs

All decisions regarding the necessity of rebuilds, repairs or any other technical details will be taken by Volkswagen and/or the General Contractor.

3.8.3 Costs per damage

Per incident of damage, the driver will be charged a maximum amount of €10,500.00 plus VAT for spare parts costs even if the actual costs should exceed this amount. Should the damage incurred in an incident exceed the maximum costs (€10,500.00 plus VAT), the maximum limit will be set at €12,500.00 plus VAT in a repeat incident and to €15,500.00 plus VAT in any other repeat incident. After each practice session and/or after each race a report will be prepared about any visible damage. The report will be signed by the respective driver and the representative of the General Contractor engaged by Volkswagen Motorsport. In addition to the visible damage recorded, further damage may be noted during the inspection or repair of the vehicles. In such cases, the driver will be informed about the additional damage. Any additional costs incurred (parts or damaged paint) will be additionally charged to the driver.

In case of more extensive work such as welding of vehicle components or straightening of the vehicle frame the man-hours expended by the General Contractor for such work may be charged to the driver.

3.8.4 Scope of repairs and spare vehicle on the race weekend

The decision as to whether or not anything – or which parts – may or must be changed, repaired or replaced on a vehicle exclusively rests with Volkswagen and/or the General Contractor. Volkswagen will endeavour to repair any accident damage as quickly as possible in order to enable the driver concerned to participate in the practice/race or to continue the practice/race. However, Volkswagen reserves the right not to perform any repairs and/or to perform them only at a later time.

If necessary, a spare car (to the extent available) may be used. The decision about the use of a spare care rests with the Cup Advisory Board.

3.8.5 Wages for repairs on race weekends

There will be no charges for wages incurred for the repair of damage during a race event (except for damage to paint).

3.8.6 Inspection of damaged parts

After a repair the drivers will have the right to inspect the exchanged parts at the General Contractor's site.

3.8.7 Grossly negligent damaging of vehicle components/vehicles

Costs incurred as a result of intentional or grossly negligent damage will be charged in the actual amount incurred. After the end of an event every driver will receive a listing of the parts damaged by him/her and the resulting spare parts costs from the General Contractor.

3.8.8 Payment terms for damage

An admission to the respective next event of the 2011 Volkswagen -Scirocco R-Cup will be only be granted if the spare parts costs of the previous event have been paid to the General Contractor or to Volkswagen by the time of the document check for the respective event, at the latest. Spare parts costs from the previous event are payable no later than 14 days after invoicing. The participant will be responsible for demonstrating that payment has been made.

3.8.9 Early withdrawal (retirement) from the series

Drivers who withdraw (retire) from the 2011 Volkswagen Scirocco R-Cup prior to the end of the season without having received a respective written instruction to do so by Volkswagen Motorsport will not be entitled to receiving a proportionate refund of the entry fee.

3.8.10 Possible adjustments/settings

At the driver's request, the mechanics of the General Contractors will exclusively make the following personal modifications on the vehicle:

- Seating position
- Steering wheel position
- Safety belt position
- Adjustment of the front anti-roll bar

All other parameters will be standard settings made to all vehicles by the General Contractor with no personal modifications.

The tyre inflation pressure may be individually set by the driver and/or his/her assistant. The limits specified by the General Contractor should be adhered to.

3.8.11 Service tent

Access to the service tent and the vehicles outside regular opening hours is only possible after prior coordination with the responsible team manager of the General Contractor. The official opening hours will be posted on the "bulletin board" in the Volkswagen Hospitality marquee.

3.9 Document check

Drivers will be required to present the following documents at each event:

- Applicant/driver licence of the driver
- Permit to compete abroad issued by the ASN (if not included in the int. licence)
- Medical certificate of suitability (if not included in the licence)
- Sponsor's licence (Sponsor Card), if applicable

3.10 Scrutineering

During scrutineering the drivers must appear with the prescribed

driver safety gear; see DMSB Handbook (only available in German), green section or go to www.dmsb.de under "Technik/Reglements" – "Automobilsport" – "Allgemeine Bestimmungen" – "Anhang L" (Website only in German).

3.11 Technical checks

At least one permanent Technical Steward (Scrutineer) is responsible for scrutineering of the vehicles.

In addition to the scrutineering prescribed by the organiser, the vehicles may also be subject to checks during and after the event. A permanent Technical Steward in coordination with the Sporting Stewards will select the vehicles to be checked.

In case of discrepancies in respect of the Regulations Volkswagen Motor-sport reserves the right to check the vehicle also outside the venue in the presence of the permanent Technical Steward and another Technical Steward. After careful examination of the components by the Technical Steward the result will be communicated to the Sporting Stewards of the respective event for decision. Until then, the results will remain tentative.

Applicants/drivers have to comply with the instructions of the permanent Technical Steward regarding the checks and subsequent checks of the vehicles.

After each qualifying and each race the vehicles must be taken directly to the parc fermé. The way from the finish line to the parc fermé is subject to parc fermé rules. The parc fermé is principally located in the Volkswagen paddock.

3.12 Driver briefing

Attendance of official driver briefings, podium ceremonies and press meetings is mandatory for all drivers. Failure to attend or late arrival will be penalised by a fine of €125.00 which is payable to the DMSB. In case of a recurrence, the driver concerned may be excluded from the series.

3.12.1 Mandatory engagements

All mandatory engagements will be communicated to the driver in the Team Guide issued before the respective event. Other mandatory engagements which may be scheduled on the weekend of the event will be communicated to the participants in writing as soon as possible or by posting on the "bulletin board" in the Volkswagen Hospitality marquee.

3.13 Drivers gear

Drivers who participate in qualifying and/or the race must always wear clothing and helmets conforming to DMSB/FIA rules. The use of head-and-neck support systems (HANS) according to FIA rules is mandatory. Only helmets specified by the FIA for use with HANS are permitted.

Drivers who participate in free practice, qualifying and the race must always wear long, fire-resistant underwear, balaclava, socks, gloves and shoes according to FIA standard 8856-2000.

All parts of the underwear and the balaclava must be present according to the specifications of the manufacturer (e.g. no cutting off or embroidering of the material).

The driver's overall (suit) according to FIA standards and the HANS system will principally be furnished to the participants by Volkswagen free of charge. In case of loss or damage the driver will be required to purchase a new overall and/or the HANS system via Volkswagen at the driver's expense.

Within the scope of the racing series and at all other engagements and events the clothing furnished by Volkswagen will be exclusively worn. Wearing of other clothing is not permitted.

The overall and clothing furnished by Volkswagen will principally become the driver's property at the end of the year. The HANS system will remain the property of Volkswagen.

3.14 Advertising on drivers gear/vehicle

Volkswagen Motorsport has the right to visually design any area on the vehicle and the racing overall and to place advertisements in these -areas. To what extent Volkswagen Motorsport will make use of this right can be seen in the attached sketches. These sketches are an integral component of these Regulations. Any areas not claimed for use by Volkswagen Motorsport and marked in the sketches will be available to the drivers for representation of their own sponsors. The front bonnet is reserved as an advertising area for personal advertising on the vehicle, provided that the respective sponsors are not direct competitors of Volkswagen and are not in contravention of the ISG. In any event, all personal sponsors of the drivers as well as the implementation of artwork for the purpose of advertising on the vehicle and/or the overall must be presented to Volkswagen Motorsport for approval.

An area of approx. 300 x 300 mm in the chest area of the racing overall (see sketch) will be available to the participants for advertising purposes.

3.14.1 Stickers

The advertising stickers/advertising patches prescribed by Volkswagen Motorsport must be affixed to the vehicles and the racing overalls -during practice/qualifying and the race. They are specified in terms of size, type number and type of application to the car and the overall.

During the entire event the baseball caps issued by Volkswagen Motorsport will exclusively be worn. Each event starts at 11 a.m. on Friday and ends at 6 p.m. on Sunday.

Except on the racing overall, participants may not place any advertising of their own on any of the teamwear items furnished by Volkswagen and on the HANS system. The teamwear furnished by Volkswagen -Motorsport must be worn throughout the event and at

all mandatory engagements by the participant and his/her assistants. In case of loss the respective teamwear items must be re-purchased from Volkswagen Zubehör (Volkswagen Accessories).

3.14.2 Podium ceremony

Drivers who occupy one of the first three places in a race, the three best Junior drivers and the three best Legend drivers are obliged to wear the cap furnished to them during the podium ceremony and/or press conference and to position it so that the company's logo is readable from the front. During the playing of the national anthem the cap must be taken off.

Drivers may take neither caps nor drinking bottles, except for those furnished by Volkswagen Motorsport, with them onto the winners' podium.

3.14.3 Presentation of sponsors' stickers

The driver agrees to provide his/her personal sponsors' stickers (at least 8 sets) as well as a dimensioned sketch for application of the sponsors' stickers for each event to the General Contractor sufficiently ahead of time but no later than 14 days before the first race.

During the course of the season new sponsors' stickers must also be sent to the General Contractor in sufficient numbers 14 days prior to the -respective event.

To ensure the uniform quality standard of all sponsors' stickers, Volkswagen Motorsport reserves the right to replace sponsors' stickers which do not meet the quality standard with new ones. The costs will be charged to the respective driver as incurred without mark-ups.

In the event that the stickers are not received by the General Contractor in time there will be no entitlement to the stickers being affixed in conjunction with the respective racing event.

3.15 Vehicle numbers

The vehicle numbers will be affixed to the vehicle on the driver's and passenger's door as well as on the windscreen in the upper right-hand corner (max. height 15 cm, max. stroke width 4 cm) on the passenger's side. The colour of the vehicle number's substrate will depend on the potential sponsor of the vehicle numbers.

3.16 Driver's name on windows

The name of the participant will be displayed on the rear side windows and the rear window of the competition vehicle in white letters. The General Contractor will carry out the application of the names.

3.17 Organisation of the competitions

The competitions will be organised in accordance with the rules of the DMSB Event and Circuit Regulations to the extent that no other provisions are stated below or in the supplementary regulations for the -respective event. Volkswagen Motorsport reserves the right to modify individual provisions of these Regulations to suit special conditions. The following rules will apply:

The maximum speed in the pit lane at any time of the event is 60 km/h. Drivers who exceed the speed limit during practice/qualifying or warm-up sessions will be penalised with a fine of € 10.00 per km/h by which the speed limit is exceeded. Drivers who exceed the speed limit during a race will receive at least a "drive through" or "stop and go" penalty.

3.18 Wet practice/wet race

If the Race Director gives the "Wet Practice" or "Wet Race" signal before a free practice session or race the use of rain tyres will be permitted only for the free practice session or race following the signal. If slicks are used only the slicks marked and allocated for this event will be permitted. The Race Director reserves the right to prescribe the use of rain tyres. Rain tyres do not have to be marked.

If rain sets in during a classification race and no "Wet Race" signal was given prior to the classification race the Race Director will have the right to interrupt the classification race and to prescribe the use of rain tyres after a possible re-start. Switching to rain tyres at the

driver's own discretion is not permitted.

3.19 Practice

Per event, a 30-minute free practice session and a 30-minute qualifying session are planned.

Every driver has to do at least two timed practice laps in order to qualify for the race. A driver who fails to meet this prerequisite may be denied admission to the race.

In the event that a driver has not qualified but is admitted to the race by the Race Stewards nevertheless, the following rules will apply: A driver who fails to participate in the qualifying session or does not set a time but has participated in free practice will be placed at the end of the starting grid. If this rule is applied to several participants, these participants will be positioned on the grid according to the times they have set in free practice.

Participants who have neither achieved a time in qualifying nor in free practice but who are admitted to start to the race by the Race Director nevertheless will be placed on the last position of the grid. If this rule is applied to several participants, these participants will be placed on the grid according to the current standings of the Volkswagen Scirocco -R-Cup. In case of an equal point score the grid positions will be in -accordance with the places achieved in the previous race. For the first classification race of the season, the starting order of the participants concerned will be determined by the Race Director.

Participants who, for whatever reason, are unable to participate in the race are obliged to cancel their participation by notifying the Race Stewards no later than one hour before the official starting time. The grid positions vacated by the cancellation will be closed by the remaining participants moving up on the grid.

The starting order for the races will principally be announced up to one hour prior to the start.

3.20 Qualifying format

As of the beginning of the qualifying session every driver, irrespective for which classification (Junior, Pro, Legend or Guest) he/she has been nominated will have the opportunity to drive one or several laps at the fastest possible speed. The respective fastest lap of a driver during qualifying will be used to establish the qualifying results.

The fastest driver of these results has qualified for grid position 1 (position is based on the track inspection/rating report) of the first classification race of the event. The second-fastest driver in qualifying is qualified for grid position 2, the third-fastest -driver for grid position 3 etc.

The minimum qualification for admission to the start results from the average of the fastest lap times set by the three fastest drivers in qualifying (fastest lap time of the fastest driver in qualifying plus fastest lap time of the second-fastest driver plus the fastest lap time by the third-fastest driver divided by 3) plus 10 %.

Drivers who fail to meet this qualification will principally not be admitted to the start. The final decision on this will be taken by the Race Director.

If two classification races are held at an event, the result of qualifying will exclusively provide the basis for the starting grid of the first classification race.

The starting order for the 2nd classification race of an event will result from the 1st classification race. The starting order (considering article 3.20.1) will be analogous to the table below:

| | |
|---|--|
| 1st place classification race 1 | grid position 8 classification race 2 |
| 2 nd place classification race 1 | grid position 7 classification race 2 |
| 3 rd place classification race 1 | grid position 6 classification race 2 |
| 4 th place classification race 1 | grid position 5 classification race 2 |
| 5th place classification race 1 | grid position 4 classification race 2 |
| 6th place classification race 1 | grid position 3 classification race 2 |
| 7th place classification race 1 | grid position 2 classification race 2 |
| 8th place classification race 1 | grid position 1 classification race 2 |
| 9th place classification race 1 | grid position 9 classification race 2 |
| 10th place classification race 1 | grid position 10 classification race 2 |
| And so on | |

3.20.1

The number of grid positions to which the results of the 1st classification race apply in reverse order may be extended, as appropriate, by the number of Legend drivers and/or guest entrants classified among the top eight in the 1st classification race.

3.20.2

Pending protests or appeals have no influence on the starting order for the 2nd classification race.

3.21 Starting procedure

All classification races will feature a standing Grand Prix-style start with offset grid positions.

3.22 Safety car

The organiser reserves the right to deploy a safety car at the instigation of Race Control. The safety car will be deployed in accordance with the DMSB Circuit Regulations.

3.23 Classification races

It is planned to conduct one classification race over a distance of approx. 50 kilometres plus a formation lap at six events. The distance will be converted into a certain number of laps to be indicated for each event. When the respectively intended laps have not been completed by the race leader at the end of 30 minutes, the race leader will have the chequered flag waved the next time he/she crosses the finish line. The finish line applies on both the track and in the pit lane.

It is planned to conduct two classification races over a distance of approx. 50 kilometres each plus a formation lap at two events. The distance will be converted into a certain number of laps to be indicated for each event. When the respectively intended laps have not been completed by the race leader at the end of 30 minutes, the race leader will have the chequered flag waved the next time he/she crosses the finish line. The finish line applies on both the track and in the pit lane.

3.24 Classification

3.24.1 Overall classification

The driver, whether Pro, Legend or Junior, who has covered the driven distance in his/her vehicle in the shortest time including any penalties will be the winner of a classification race.

All participants who started to the race will be classified provided that they have covered at least 75 % of the winner's distance.

In case the distance has been shortened or the race stopped without being resumed the participants will receive the following points/prize money:

- at least 50 % of the planned distance = 100 % points/prize money
- less than 50 % of the planned distance = 50 % points/prize money

A classification will only be made if at least ten participants started to the race.

3.24.2 Classification and awarding of points in the Junior Cup

For participants in the Junior Cup a separate, Volkswagen Motorsport-internal classification will be made after each classification race in -parallel to the overall classification. This classification will not include the drivers of the Pro and Legend Cups.

The best-placed driver of this classification will be awarded the points defined for a first place analogously to Article 3.25. The runner-up will be awarded the points defined in Article 3.25 for a second place etc.

3.24.3 Classification and awarding of points in the Pro Cup

For participants in the Pro Cup a separate, Volkswagen Motorsport-internal classification will be made after each classification race in -

parallel to the overall classification. This classification will not include the drivers of the Legend Cup.

The best-placed driver of this classification will be awarded the points defined for a first place analogously to Article 3.25. The runner-up will be awarded the points defined in Article 3.25 for a second place etc.

Drivers of the Junior Cup will also be awarded points for the Pro Cup according to their place in this overall classification and analogously to Article 3.25.

3.24.4 Classification and awarding of points in the Legend Cup

For participants in the Legend Cup a separate, Volkswagen Motorsport-internal classification will be made after each classification race in parallel to the overall classification. This classification will not include the drivers of the Pro and Junior Cups.

Legend drivers will not be awarded points.

3.24.5 Podium ceremony

After each classification race the top three finishers in the overall classification as well as the top three finishers of the Legend Cup will directly participate in the podium ceremony.

Participants in the Junior Cup (places 1–3) will be honoured at the Volkswagen Hospitality marquee.

3.25 Distribution of points, overall, Pro and Junior classifications

The following points will be awarded:

For classification races 1 and 2:

| | | | | | | | | | | |
|--------|----|----|----|----|----|----|----|----|----|----|
| Place | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Points | 30 | 24 | 20 | 17 | 16 | 15 | 14 | 13 | 12 | 11 |
| Place | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Points | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 |

For classification races 3–9:

| | | | | | | | | | | |
|--------|----|----|----|----|----|----|----|----|----|----|
| Place | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Points | 60 | 48 | 40 | 34 | 32 | 30 | 28 | 26 | 24 | 22 |
| Place | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| Points | 20 | 18 | 16 | 14 | 12 | 10 | 8 | 6 | 4 | 2 |

The point classification is based on the final results of the respective classification race.

All final results of the individual races will be included in the end-of-year classification. There will be no void results.

3.26 Prize money for classification races and end-of-year classification

All prize money will only be paid at the end of the season to the participants by Volkswagen Motorsport, provided that any open invoices due for payment to Volkswagen Motorsport and/or the General Contractor have been settled. To the extent that prize money is to be paid to foreign participants, Volkswagen Motorsport is obliged to deduct the withholding tax to be paid by the participant according to § 50a EStG (Section 50a, German Income Tax Act) for the account of the foreign participant and to pay this tax to the tax authorities. The participant will receive payment of the prize money minus the withholding tax.

For administrative reasons, VAT can only be paid out if Volkswagen Motorsport GmbH has received a certificate by the participant regarding his/her status as a domestic business entity.

Per race, the following prize money (plus VAT, if applicable) will be awarded in accordance with the positions achieved in the overall classification (Pro Cup and Junior Cup classifications):

| | | | | | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Place | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Euros | 600 | 500 | 450 | 400 | 375 | 350 | 325 | 300 | 275 | 225 |

| | | | | | |
|-------|-----|-----|-----|-----|-----|
| Place | 11 | 12 | 13 | 14 | 15 |
| Euros | 200 | 175 | 150 | 125 | 100 |

Legend Cup drivers will receive no prize money.

3.27 Drivers title

The driver who has scored the largest number of points after the final classification race will be awarded the title:

“2011 Volkswagen Scirocco R-Cup Champion”

The driver who has scored the largest number of points after the final classification race within the Junior Cup classification will be awarded the title:

“2011 Volkswagen Scirocco Junior R-Cup Champion”

plus prize money in the amount of €2,500.00.

The runner-up in the Junior Cup classification will receive €1,500.00; the third-placed driver in the Junior Cup classification will receive €500.00.

In case of an equal point score (ex aequo) within the Pro or Junior classification the larger number of the first, then the second and possibly further places achieved in all of the competitions of the Cup will be the deciding factor. If an equality of points continues to exist after application of this rule, the better place in the final classification race will be the deciding factor.

3.28 Exclusion from the Volkswagen Scirocco R-Cup, exclusion from classification, stripping of prizes/prize money

Violations/breaches of these Regulations, the Technical Regulations, special provisions, unsporting behaviour – in particular unsporting - driving – may result in stripping/reduction of prize money, exclusion from the classification of the respective event or exclusion from the Cup or a penalty according to item 3.4.1. The decision will rest with the -stewards and/or the DMSB on a case by case basis.

3.29 Protest and appeal

In case of protests and appeals the International Sporting Code of the FIA as well as the Legal and Procedural Rules of the DMSB will apply.

3.30 Exclusion of right to initiate legal proceedings and limitation of liability

In case of decisions by the FIA, the DMSB, their jurisdictions, the Sport Stewards or the Organiser as prize judge in the meaning of § 661 BGB (Section 661, German Civil Code) the right to initiate legal proceedings will be excluded.

No claims for damages of whatsoever nature may be derived from -actions and decisions taken by the DMSB or its sporting jurisdiction and its representatives/agents save any damage resulting from injury to life, limb or health caused by a deliberate or negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived, and save any other damage caused by a deliberate or grossly negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived.

Tacit exclusions of liability will not be affected by the afore-stated exclusion of liability clause.

3.31 Waiver of liability

The participants take part in the test days and events with full know-ledge of the special risks inherent in motorsport, and at their own risk.

They assume sole responsibility – under civil and criminal law – for any and all damage caused by them or by the vehicle used by them to the extent that no exclusion of liability has been agreed.

By submitting the registration/entry, applicants and drivers agree to waive any and all claims for damages of whatsoever nature arising in conjunction with the event, namely against

- The FIA, the DMSB e.V., the member organisations of the DMSB, the Deutsche Motorsport Wirtschaftsdienst GmbH, their presidents, organs, members, managing directors, secretaries general and regular employees
- Volkswagen Motorsport GmbH, Volkswagen AG, Abt Sportsline GmbH and/or their respective successor organisations or companies, their presidents, board members, managing directors, secretaries general, members and regular employees
- The promoter/series organiser
- The organiser, the sport stewards and assistants/marshals, circuit -owners, authorities, racing services, manufacturers as well as any and all persons linked to the organisation of the event
- The road construction/repair authorities in case of any damage being caused by the conditions of the roads to be used at the event, including accessories and
- The assistants and agents engaged in the discharge of obligations of the aforementioned persons and organisations, save any damage resulting from injury to life, limb or health caused by a deliberate or negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived, and save any other damage caused by a deliberate or grossly negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived.

Against

- The other participants (applicants, drivers and passengers) their assistants, the proprietors/owners of the other vehicles
- Their own applicant, their own driver(s), passengers (other agreements which may have been made between proprietor, owner, applicant, -driver, passenger take precedence) and their own assistants

the participants waive any claim for damages of whatsoever nature arising in conjunction with the event (free practice, qualifying, warm-up, race), save any damage resulting from injury to life, limb or health caused by a deliberate or negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived, and save any other damage caused by a deliberate or grossly negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived.

The exclusion of liability will become effective vis-à-vis all the parties upon submission of the registration/entry.

The exclusion of liability will apply to claims for whatsoever legal -reason, in particular to claims for damages arising out of contractual as well as non-contractual liability as well as to claims arising out of tort. Tacit exclusions of liability shall not be affected by the afore-stated exclusion of liability provision.

In the event of an injury suffered or diagnosed during the course of an event or in the event of health damage which may raise questions about the individual's permanent or temporary fitness for automobile racing, the undersigned releases all attending physicians – in respect of the safety risk this may imply for any third parties – from their medical confidentiality obligations vis-à-vis the officials acting in roles of responsibility at the event (race physician, race director, sport stewards).

The participants understand that an accident insurance policy for -drivers exists via the DMSB licence. They understand that in case of -liability claims on the part of the applicants, drivers, vehicle owners and vehicle proprietors amongst each other only personal injuries (not -property damage) caused by gross negligence are typically insured via the organiser's and participants' liability insurance. Information on the exact scope and amount of the organiser's and participants' liability -insurance may be obtained by enquiring with the organiser.

Irrespective of the accident insurance which exists via the DMSB licence, drivers are urgently advised to take out additional insurance covering all risks emanating from the participation in motorsport events.

3.32 Release from claims of the vehicle proprietor

- (1) To the extent that applicants or drivers are not the proprietors of the vehicle to be fielded they are required to ensure that the proprietor of the vehicle provides the waiver of liability declaration printed on the registration/entry form.
- (2) In the event that, contrary to this obligation, the vehicle proprietor has failed to sign this declaration, applicants and drivers release all persons and parties stated in Art. 3.32 from any and all claims of the -vehicle proprietor save any damage resulting from injury to life, limb or health caused by a deliberate or negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived, and save any other damage caused by a deliberate or grossly negligent breach of duty – also with respect to any legal representative or assistant/agent engaged in the discharge of obligations of the group of persons whose liability has been waived.
- (3) This declaration of release in case of claims against the other participants (applicants, drivers, passengers), their assistants, the proprietors, owners of the other vehicles, their own applicant, their own driver(s), passengers (other agreements which may have been made between proprietor, owner, applicant, driver, passenger take precedence!) and their own assistants refers to damage incurred in conjunction with the racing competition (free practice, qualifying, warm-up, race) and to claims against other persons and parties for damage incurred in conjunction with the event as a whole.

Tacit exclusions of liability will remain unaffected.

3.33 Responsibility, amendments/modifications to the regulations, cancellation of the event

- (1) Applicants, drivers, passengers, owners and proprietors) take part in the event with full knowledge of the special risks inherent in motorsport, and at their own risk. They assume sole responsibility – under civil and criminal law – for any and all damage caused by them or by the vehicle used by them to the extent that no exclusion of liability has been agreed.
- (2) Volkswagen Motorsport reserves the right to make required changes to the organisation, regulations and supplementary regulations in coordination with the DMSB.
- (3) The organiser reserves the right to make any required changes to the organisation, regulations or supplementary regulations as a result of force majeure or for safety reasons or if directed by authorities; or to cancel the event or individual competitions if required by extraordinary circumstances without assuming any liability for compensation of damages, save intent and gross negligence.

Furthermore and otherwise, the organiser shall only be liable to the extent that no exclusion of liability has been agreed by virtue of the regulations and the registration.

3.34 Governing version of the regulations

Only the German text as approved by the DMSB will be deemed binding.

3.35 Acknowledgement of the regulations

Every driver of the 2011 Volkswagen Scirocco R-Cup by signing the “Request for Entry/Block Nomination” confirms that he/she acknowledges and accepts these Regulations in total and in conjunction with the rules of the DMSB, the FIA International Sporting Code including its annexes as well as the terms and regulations of the respective organiser.

3.36 Place of jurisdiction

To the event that no exclusion of the right to initiate legal proceedings exists and claims against Volkswagen Motorsport and/or its partners are raised and an agreement of the place of jurisdiction is permissible according to § 38 ZPO (Section 38, German Civil Proceedings Code) this article will be deemed as agreement between the parties that the place of jurisdiction will be the respective domicile of Volkswagen Motorsport and/or its partners.

3.37 TV rights/advertising and TV rights

By participating in the Volkswagen Scirocco R-Cup the drivers declare their consent to the use, free of charge, of their exploits by Volkswagen Motorsport or any other manufacturers/sponsors involved in the series for advertising purposes including the use of photographic material and film footage.

3.37.1 Media data

All copyright and image rights are held by Volkswagen Motorsport including any images adopted from TV broadcasts of the racing series.

All TV rights of the Volkswagen Scirocco R-Cup, for terrestrial as well as for cable and satellite transmissions, all video rights as well as any other rights regarding possible other media are held by Volkswagen Motorsport. Any type of recording, broadcast, rerun or reproduction for commercial purposes is prohibited without written consent by Volkswagen Motorsport.

3.37.2 Authorisation to use media data

Participants who are registered in the Volkswagen Scirocco R-Cup will, upon request to Volkswagen Motorsport, Ikarusallee 7a, 30179 Hannover, receive the rights to the use of TV footage for trade fairs and internal purposes without being charged any royalty fees but against payment of the technical costs. The use of rights by sponsors, advertisers or for any other type of commercial use must be requested from Volkswagen Motorsport in writing and may be subject to payment of a royalty fee.

4. TECHNICAL RULES

4.1 Technical specifications: Volkswagen Scirocco (racing version)

| | |
|---------------------|--|
| Engine | Four-cylinder turbo-charged bio-gas engine |
| Catalytic converter | 100-cell sport catalytic converter, Homologation No. 1054-2-10 |
| Configuration | Front transverse |
| Cubic capacity | 1,984 cc |
| Valves per cylinder | 4 |
| Power output | 162 kW/191 kW |
| Max. torque | 280 Nm at 1,700–5,000 rpm ⁻¹ |
| Engine management | Bosch MS 4 |
| Fuel | Bio natural gas |
| Gearbox | DQ 250 six-speed double-clutch DSG with paddle shifters in the steering wheel |
| Suspension | H&R racing suspension |
| Braking system | ATE racing ABS, front: four-piston fixed calliper disc brakes, ventilated, Ø 356 x 32 mm, rear: single-piston sliding calliper disc brake, Ø 282 x 12 mm |
| Wheels | Light alloy wheels, size 9 x 18 inches ET 37 |
| Tyres | 235/640-18 (slicks), 235/640-18 (wets) |
| Length/height/width | 4,256/1,810/1,380 mm |
| Track width | 1,571 mm front, 1,567 mm rear |
| Wheelbase | 2,578 mm |
| Dry weight | 1,250 kg |
| Fuel tank capacity | 125 l/200 bar |
| Data logging | Aim-Memotec data logging with display (gear indicator, shift lamp and display of lap times and key operating parameters) |
| Safety | Airbag, FIA-homologated six-point safety belt, HANS system, roll cage acc. to DMSB certificate No. 2-484/67S, FIA-homologated fire extinguishing system, electrical circuit breaker analogous to Article 253.13 Annex J, compound glass windscreen, door net according to DMSB rules, 2 outside mirrors, FIA-homologated sport seat, towing lugs front and rear, 2-circuit braking system, additional bonnet holders |

Subject to change.

4.2 Minimum weight

The minimum weight of the vehicle is 1,250 kg.

The minimum weight of the vehicle including the driver and driver's gear is 1,330 kg.

The minimum weights must be adhered to at all times of the event.

If a vehicle loses a component during qualifying or a classification race the weight of this component may be considered in weighing. After co-ordination with the permanent Technical Steward (Scrutineer) the questions as to whether or not or which component that has been lost will be considered in weighing will be at the discretion of the Sporting Stewards.

4.3 Noise regulation

According to the DMSB pass-by measuring method (see DMSB Handbook 2011 [only available in German], blue part) the noise limit of 130 dB (A) according to the LWA method and 98 dB (A) according to the LP method must be adhered to.

4.4 Fuel

Gas is the prescribed fuel. Refuelling and de-fuelling during the practice and race runs is prohibited.

At no time may the fuel tank or fuel system contain any fuel other than the bio-gas issued at the filling point prescribed by Volkswagen Motorsport for the respective event. Any modification of the bio-gas issued is prohibited. No substances of any type may be added, removed or changed with regard to their concentration. Measures to cool down or alter the pressure of the fuel are prohibited.

4.5 Tyres

Only the tyres supplied by the tyre partner of the racing series and issued by the General Contractor are permissible. For any vehicle that has passed scrutineering a maximum of six slicks are permitted per event.

At the first event (Hockenheim, 2011) six new slicks are planned for each vehicle. At every further event four new slicks and two used slicks from the previous event will principally be provided.

The used tyres will be selected by the General Contractor and the respective driver after each event and marked for the next event.

As a matter of principle, the tyre partner and the instructor and/or the Cup Advisory Board will decide on a possible exchange of the rain tyres.

4.5.1 Tyre handling

Only the slicks marked during scrutineering for the respective vehicle may be used. Slicks will be marked prior to the first free practice of any event.

Any measure to raise the temperature of the tyres before or on the starting grid for qualifying or the race is prohibited. Any chemical and/or thermal or mechanical treatment of the tyre is prohibited. It is not permitted to cover the tyres on the starting grid.

It is not permissible to exchange tyres which have been allocated at an event by the permanent Technical Steward (Scrutineer) unless a tyre exhibits damage that can demonstrably be attributed to the production process. It is up to the permanent Technical Steward (Scrutineer) to decide whether or not the tyre concerned may be exchanged.

Tyres which have been damaged due to an accident or operating mistake (e.g. flat-spotting) may only be exchanged with the consent of the permanent Technical Steward (Scrutineer) of the series. In such cases, the damaged tyre will be replaced with a used, albeit intact tyre.

4.6 Data logging

Data logging is performed by using "memotec AIM MyChron 3". Every driver's data will be available to him/her after each

practice/qualifying session and race.

After free practice and qualifying a complete data record will be selected from the data records of the five first-placed drivers by the drawing of lots. Upon request, this data record will be made available to all drivers of the Volkswagen Scirocco R-Cup for comparison.

4.7 Data transmission

Participants are prohibited from carrying radio/intercom equipment of any type with them onboard the competition vehicles during practice/qualifying sessions and races.

4.8 Push-to-pass

The vehicles are equipped with a push-button switch in the cockpit which enables engine power output to be temporarily increased. Per practice/qualifying session and classification race, this power booster will only be available for a previously defined period of time which is published in the bulletin and stored as a default in the engine's control unit.

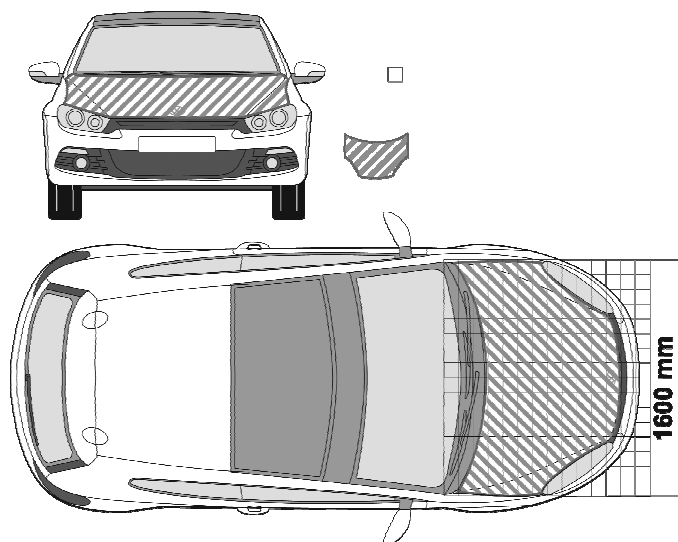
It is strictly up to the driver when and for which length of time he/she will use this booster by depressing the push-to-pass button. After the previously defined time limit has been reached engine power will not change any more by depressing the push-to-pass button.

It is not possible for a driver to receive an additional push-to-pass time allocation during a practice/qualifying session or classification race.

For the duration of the respective activation of the push-to-pass function lights mounted to the exterior of the vehicle will be flashing. It is not permissible to deactivate this function by any means whatsoever.

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DRIVER SPONSORING AREA



The hatched area (engine bonnet) is available to the driver for use by his/her sponsors.

SPONSORING AREA ON OVERALL

