



2020 NATIONAL POLO CUP CHAMPIONSHIP REGULATIONS AND SPECIFICATIONS

VERSION 2 – 14 May 2020

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 2B	Immediate Effect	14.05.2020	Wording Amended
ART 5E	Immediate Effect	14.05.2020	Wording Amended
ART 7B	Immediate Effect	14.05.2020	Wording Amended

1. REGULATIONS

All qualifying races will be held under the General Competition Rules and Standing Supplementary Regulations of Motorsport South Africa (MSA), these regulations, the Supplementary Regulations and Final Instructions issued by the Promoters, and the applicable Recognition Form A.

2. AIM OF THE CHAMPIONSHIP

- a) To declare a SA National Polo Cup Champion.
- b) To declare a ~~SA National~~ Polo Cup Masters ~~Class~~ Champion.
~~Polo Cup acknowledges Masters but must meet MSA requirements on numbers.~~

3. CONTROLLERS OF THE SERIES

- a) MSA shall have overriding authority in all aspects of the series. Volkswagen Motorsport shall be responsible for the normal administration of the series, subject to the aforementioned.

4. ELIGIBILITY OF VEHICLES

- a) All vehicles must comply with the Recognition Form A issued by Volkswagen Motorsport and any amendments thereto. It is the competitor or entrants responsibility to ensure the competitors vehicle is compliant. No modifications or deviations from the above are permitted. Refer GCR 226 – "**what is not specifically permitted is disallowed**". Notwithstanding GCR 176 any technical infringement found during a technical inspection following a qualifying session or any race will result in exclusion. Where cars are not compliant due to missing parts as a result of accident damage the Clerk of the Course and Technical Consultants may use their discretion – which is not protestable. The normal penalties which apply to exclusion will apply.
- b) The series is open to all Polo Cup cars constructed by VW Motorsport. The Polo Cup Car is based on the four-door series production car but is constructed using a new body shell and includes the roll cage and chassis strengthening as required.
- c) The body shell including roll cage and all chassis strengthening must be as supplied by VW Motorsport or the appointed builder. All mechanical, suspension and running

components must comply with the current Recognition Form A.

- d) Polo Cup cars constructed by any party other than VW Motorsport are not eligible to compete in the series, other than in the case of a rebuild following an accident. Only bodysells prepared by VW Motorsport shall be permitted in this instance and the rebuilt car will be subject to inspection and approval by the Polo Cup Technical Consultant before the car may compete in the series.

5. ELIGIBILITY OF DRIVERS

- a) No drivers will be eligible to compete unless they are fully paid up members of the Polo Cup Association which will be managed by VW Motorsport and its appointed staff members or contractors.
- b) National competition licenses for the Polo Cup Series will only be issued, to fully paid-up members of the Polo Cup Association who can satisfy MSA as to their previous competition experience.
- c) Any driver wishing to make a "one-off" appearance in any of the race events must apply to Volkswagen Motorsport in writing for permission to race. Such permission may be withheld if, in the opinion of Volkswagen Motorsport, granting it is not in the interests of the series or Motorsport in general. Once off appearances at the last event of the year will be limited to guest drivers from other countries unless such competitor is a novice or new competitor preparing for the following season. No points will be scored for the Championship in this instance.
- d) Any driver or entrant found guilty of having brought the series into disrepute may have their membership of the association suspended or even terminated by Volkswagen Motorsport, subject to the competitor's normal rights of appeal to MSA.
- e) ~~The minimum age cap for a Polo Cup driver will be as per SSR1 and will have no upper age limit. the year they turn 35.~~ Competitors who are 35 and older will be eligible to score in the Polo Cup Masters Class Championship.

6. PIT AREA

It is desirable that all Polo Cup entrants and competitors pit together in the area designated by the race organisers.

7. SCORING OF THE SERIES

- a) The series winner will be the competitor with the greatest number of points scored as at the completion of the last race in the series in their respective classes.
- b) A minimum number of 8 starters is required to declare a ~~National Polo Cup Champion. in each class.~~
- c) Points will be scored per race as follows:

Points Scoring for both Championships:

20 points – 1 st place	7 points – 11 th place
17 points – 2 nd place	6 points – 12 th place
15 points – 3 rd place	5 points – 13 th place
14 points – 4 th place	4 points – 14 th place
13 points – 5 th place	3 points – 15 th place
12 points – 6 th place	2 points – 16 th place
11 points – 7 th place	1 point - 17 th place
10 points – 8 th place	
9 points – 9 th place	
points – 10 th place	

Bonus Points

Qualifying

2 Race format:

For race 1 – 1 Point for fastest lap
For race 2 – 1 point for 2nd fastest lap

3 Race format:

For race 1 – 1 Point for fastest lap
For race 2 & 3 – No points

Bonus points excludes superpole and the draw.
The point for pole position is for overall pole and not per class.

Fastest lap in races

1 Point for each race will be awarded for fastest lap in a single, two and three race format. The point allocated for fastest lap will only be allocated to competitors who are classified finishers and without any race penalties. The fastest lap point will be awarded to the fastest competitor in both classes. Should 2 or more competitors post identical times for fastest lap, one (1) point will be allocated to the competitor that has posted the fastest lap first.

- d) All scheduled races shall count towards the final championship standings.

8. CHAMPIONSHIP FORMAT

- a) The Controllers (VW Motorsport) reserve the right to run a format consisting of one, two or three races at any given event.

b) One race format:

Shall be a 'long distance' race (1 hour for example).

Double points will be scored.

The additional bonus points for the qualifying and fastest lap will however not be doubled.

c) Two race format:

Shall generally be a minimum race distance of 24km per race when equal length races are run.

Unequal length races may also be run, in which case Race 2 will be longer than Race 1.

d) Three race format:

Races 1 & 2 will typically be shorter races and can be run 'back-to-back'.

Should Race 1 and 2 be run "back to back", competing cars will proceed straight to the grid after Race 1 where they will be held in parc ferme conditions. Any penalties resulting from Race 1, when race 1 and 2 are back to back, will only be applied at the end of race 2. One crew member per car (Wearing a specified armband) will be permitted onto the grid to attend to minor repairs, subject to approval from the Clerk of the Course or Technical Consultant. Any car needing a wheel change or more major repair work will be moved to the pits and required to start Race 2 from pit lane.

9. ONE CAR PER MEETING

- a) Other than in the case of clause 9 (b), each competitor may only qualify and race one identified car at each race meeting. No substitute cars will be allowed after the commencement of the official qualifying session.
- b) Should a vehicle be extensively damaged (bodywork, not mechanical) beyond immediate repair during Qualifying or any of the races, the Technical Consultant together with the Clerk of the Course, may give permission for a substitute vehicle to be used. In this instance, the competitor will start from the back of the grid for all races.

10. SERIES SPONSORS, SUB SPONSORS ADVERTISING

Refer GCR 246

- a) All competitors must ensure that the relevant advertising decals are affixed to the vehicle in the nominated positions. Clear specifications concerning the positioning of these decals will be issued to each registered competitor not later than two weeks prior to the first race of the season. Refer Recognition Form A – decals. Any changes to these arrangements will be notified to drivers by means of a bulletin.
- b) Any vehicle not displaying all the specified decals in the correct positions may be precluded from participation or excluded by the Clerk of the Course, acting on the recommendation of the Technical Consultant.
- c) The official series sponsor's cap must be worn for all post-qualifying and post-race television interviews.

- d) Competitors whose personal sponsor/s would be in conflict with the series sponsors and/or sub-sponsors must first obtain the written permission of the committee to affix any such conflicting decals to their vehicles. Refer GCR 247.
- e) All drivers are to carry the required Series Sponsor badges on their race suits for both Friday and Saturday. The badges required as well as their position will be communicated separately in a circular by the end of January 2020.

11. PRACTICE/TESTING

Practice for the Polo Cup series is limited to 2 hours between events and respecting the following:-

- a) Practice at the circuit hosting championship rounds of the Polo Cup series will close at midnight on the Saturday one week prior to the date of the scheduled round. Where a circuit has an open day in the week leading up to a race weekend competitors may not practice and circuits may not be hired for exclusive use of Polo Cup. If a competitor is found in breach of 11. a) or b) a 10 place grid penalty will apply for all races applicable to the specific race weekend. If a competitor resides outside or was outside of the country between events, they can use the open day in the week leading up to a race weekend if written permission has been obtained from the COC.
- b) i) With Reference to Article 11 a), the Association reserves the right to allow additional practice which will be notified by way of a Circular issued by Motorsport SA.
ii) In the case of a new competitor who has never competed at a particular circuit, the Association and its appointed COC may, at their discretion, grant prior written permission for such competitor to have limited **additional** practice at that circuit. However, any such allowance will only be granted once and only if it is the competitor's first race meeting in the series.
- c) Practice sessions which form part of a race weekend will generally be 2 x (15 or 20 minute) sessions and 1 x 30 minute session held on the day before the races take place.

12. TIMING TRANSPONDERS

- a) No competitor may take part in any practice session, qualifying session, warm-up or race without the official timing transponder mounted in the correct position in his/her vehicle (Refer to Art. 39)
- b) In instances where MSA has approved the use of an alternative timing system, transponders may not be required.

13. DRIVERS BRIEFING

All drivers are required to attend the drivers briefing that is held at each event.

- a) Failure to attend without requesting permission in advance, will result in the offending competitor/s being penalised 5 grid positions for Race 1.
- b) Lateness will result in the offending competitor/s being levied an amount of up to R500-00 each, payable to the Association.
- c) An attendance register will be circulated for signature.

14. GRID POSITIONS – QUALIFYING FORMAT

Refer SSR 27, 28 & 29

- a) There shall be one qualifying session at any scheduled race meeting. This qualifying session shall generally be of at least twenty (20) minutes scheduled duration and shall determine the starting grids for the races. The Clerk of the Course reserves the right to split the field into two groups. In this instance each group will be given 10 minutes to qualify. Should either of these group's sessions be interrupted by a red flag, no compensation or change to the grid as it is run will be entertained. Competitors will however be given their allocated time to qualify. Qualifying will generally take place on Saturday morning for a two race format and on a Friday for a three race format. If qualifying is on a Friday a 10 minute warmup will be scheduled for Saturday morning.
- b) Where a two race format is run, the quickest lap time posted by each competitor will determine the starting order of Race 1, whilst the second fastest lap time posted will determine the starting order for Race 2. The top six qualifiers for race 1 will take part in a "Superpole" as part of the qualifying session and the top 6 qualifiers for race 2 (second fastest lap time) will draw for grid positions 1-6. Where a three race format is run, the

quickest lap times set in the qualifying session will determine the grid for Race 1 and the second quickest lap times will determine the grid for Race 3. The top 6 qualifiers will take part in a "Superpole" for Race 1. The grid for Race 2 will be based on the fastest lap posted by each competitor in Race 1. Race 3 will be based on second fastest lap in qualifying with no top 6 draw. The top 6 competitors who participate in the Superpole will not weigh their cars after the initial part of qualifying, but proceed to pitlane or another area as instructed by the officials. Cars waiting to start Superpole are deemed to be in Parc Ferme conditions and no work is allowed other than tyre pressure adjustments. Competitors may take on fluid during this period which is limited to 500ml of bottled water.

- c) Where a two race format is run, any competitor not posting a lap time during qualifying will be placed at the back of the grid for Race 1 and, for Race 2, in the position that they finished in Race 1 (with all other competitors then moving one position down on the grid). However, should such a competitor finish higher than 7th in Race 1, then he/she will start Race 2 from 7th place on the grid, thereby not interfering with the "Superpole" results for the top six competitors. Any driver not posting a second quickest lap time during Qualifying will start Race 2 from the back of the grid. Where a three race format is run, the provisions in respect of competitors not posting a second quickest lap time during qualifying will be applied to Race 3 rather than Race 2.
- d) Any competitor excluded from qualifying due to a Technical Infringement by the Clerk of the Course will be required to start all races from the back of the grid.

15. DRIVER CONDUCT

General

- Dangerous / wreck less driving can result in a penalty.
- Only the competitor, entrant and guardian if under 18 are allowed in a hearing.

Refer SSR's 46 to 66 (where applicable).

- a) Bumping and/or pushing of other vehicles on the circuit is not allowed and any drivers found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- b) Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders. Each case will be reviewed separately. If a competitor loses 2 places in an incident, but then has a DNF or loses more places as a result of other circumstances, a reasonable position penalty may also be enforced.
- c) **"Close proximity" - It is normal for a challenging car to be in close proximity, by being directly behind, or to the inside or outside of the lead car within approximately 1 or 2 car lengths behind the front car and in a position to make an overtaking manoeuvre.**
- d) The vehicle ahead of any other vehicle in close proximity on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner.
(Eg. If you exit a corner on the outside and move across to the inside line to defend the next corner, you must stay on the inside line entering the next corner:
Where the natural line exiting a corner is on the outside, but the driver then needs to move across the track to the opposite side for entry of the next corner (eg, from a left hand corner to a right hand corner and vice versa), any deviation from the "normal" racing line will count as a direction change.
- e)
 - i) Push to Pass: Drivers using PTP must take extra care when making an overtaking manoeuvre as closing distances are amplified. The defending car must also be aware that the cars behind might be using PTP and take extra care when defending.
 - ii) Mirrors: Should a competitor's mirror be folded in, the onus is on the competitor to take extra care when involved in overtaking manoeuvre. (Excuses such as my mirror was

folded in and I could not see behind will not be excepted. If a competitor's with a folded mirror should leave enough room for both cars to take the corner without contact).

f) Straight Line racing and Sweeps

- i) If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.
- ii) The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line.
- iii) **Attention is drawn to rule 15e in regards to rule 15f, i & ii.**
- iv) Remembering, once the lead car has defended by changing direction, the lead car may not make a 2nd change of direction.

Example of Sweeps:

- Cape Town:
 - T3
 - T5 to start line
- Zwartkops
 - T3
 - T7
- Scribante
 - T4
- East London
 - T2 (Rifle)
 - Right hand sweep Into the Esses.
- Redstar
 - TBC
- Kyalami
 - Right hand Sweep after the line

g) Entering the Corner (Phase 1)

- i) Two or more cars entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.
- ii) The lead car may enter the braking area in whichever way he or she wishes inside, middle or outside, provided the rules above have been adhered to (see 15f).
- iii) Once the lead car has entered the braking zone with a car in close proximity, the lead car **may NOT change direction to block/crowd the challenger.** (*Eg, A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner*).
- iv) The changing of direction by the lead car in the braking area is prohibited as this would lead to "baulking" of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

h) Middle of the Corner (Phase 2)

- i) If the challenger is on the inside in the braking area at the turning point and his front bumper is behind the centre of the leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line.
(Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Telemetry and video footage of previous laps can also be used by the Driver Standards Committee to determine the turn in point if required.
- ii) It must be remembered that the lead car has too and will, turn with the aim of apexing unless the inside challenger is alongside and passed the B Pillar at the turn in point.
- iii) If at the Turn in point, the inside car is passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
- iv) If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).
- v) If the Outside Cars front bumper is passed the B pillar of the inside car at the turn in

- point (Along Side the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
- vi) If midway through the corner the outside car has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.
 - vii) Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
 - viii) Furthermore the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car, if the outside car was abiding by the above rules.
 - ix) The 'Y' or 'T' bone by a challenger on the inside of the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
 - x) The onus for a clean and clear overtaking manoeuvre lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the **corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.**
- I) Exiting the Corner (Phase 3)**
- i) From the "apex" out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit.
 - ii) This is exaggerated in front wheel drive cars and drivers should exercise extra caution. The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the Inside Car.
At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.
- J) The Process for Reviewing Incidents and Applying Penalties**
- A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 minutes, then no further action will be taken on incident reports received as per SSR61. However, the clerk of the course may request further incident reports outside of this time limit. An incident report shall not place any obligation on the race officials to formally investigate the incident reported or to call a hearing in this regard. Competitors wishing to ensure that an incident is formally investigated should therefore exercise their rights of formal protest.
- The clerk of the course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.
- i) Volkswagen Motorsport reserves the right to set up a "Driving Standards committee" who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the clerk of the course.
 - ii) The COC may issue any penalty at his discretion:
Examples of penalties, but not limited to:
Observation,
Receiving a warning,
Position penalty,
A time penalty
Grid penalties for the next race / race meeting.

Exclusion

Yellow / Red Cards

- iv) **Should a competitor fail to attend a hearing, having been called by the COC to attend, and has not excused himself from the hearing, the hearing may continue without the relevant competitor present.**
- v) The clerk of the course shall be empowered to make use of yellow/red cards in respect of driver conduct issues, as per the following:
- A driver receiving a yellow card will be required to carry an extra 20 kg of ballast for the next one (1), two (2) or three (3) races (heats), depending on the severity of the offence, as well as during official Qualifying where applicable.
 - No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course. (Except see 15J, iv.)
 - A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
 - A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on both rear windows of his/her race car at all times during the affected races.
 - If a competitor is found guilty of an offence while 'under yellow' he/she may, following a hearing, be issued with a red card.
 - Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
 - The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
 - In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
 - 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
 - Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
 - Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214-.
 - Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

16. NUMBERS

Refer GCR 249

- a) Numbers will be allocated by the Polo Cup Association and these may not be changed without permission. Numbers 1 – 10 will be reserved for the top 10 from the previous championship. Competitors may choose any number from 11 to 99.
- b) No competitor may take part in any of the official practice sessions of any race meeting without his or her competition number correctly affixed to his or her vehicle – Refer Recognition Form A - Decals.

17. FUEL and OIL

Refer GCR 240

- a) Only fuel supplied by the series may be used.
- b) The Technical Consultant may at any time during a race meeting, in consultation with the Clerk of the Course, drain all the fuel from a competitor's car and replace it with controlled fuel.

- c) No fuel may be added to competing vehicles during the official qualifying session.
- d) A minimum quantity of five (5) litres must be able to be drained from any vehicle following the completion of the official qualifying session and after the completion of each race, for analysis purposes.
- e) Fuel samples may be taken at any time during a race meeting.
Fuel samples are measured by using a fuel tester. DIGATRON Model: DT-64 DSPL
- f) Distribution of fuel collection points will be communicated by means of the Drivers Bulletin.

18. TECHNICAL CONSULTANT

- a) The appointed Technical Consultant or Consultants will attend all Polo Cup events to ensure continuity of all technical aspects.
- b) The Technical Consultant (or his nominated deputy) has the right at all times, in consultation with the Clerk of the Course, to refuse to allow any car considered to be unraceworthy to participate in any practice session and/or qualifying session and/or race.
- c) For the purposes of tyre marking, controlled fuel changes etc. the T.C. will only operate in the main Polo Cup pit area or official Parc Ferme. Any competitor not pitting in this area must make his/her car available to the T.C. for tyre marking and controlled changes at least forty-five minutes before the advertised start time of any official qualifying session or race. A grid penalty will apply at the discretion of the COC and TC.

19. TECHNICAL INSPECTIONS

- a) The Technical Consultant, in conjunction with the Clerk of the Course, will carry out all post-qualifying and post-race Technical inspections.
- b) The Technical Consultant, in conjunction with the Clerk of the Course, may designate an area of the pits as an additional 'Parc Ferme' for the technical inspections to be carried out. He will be in control of policing this area as per GCR 252.
- c) The Technical Consultant, in conjunction with the Clerk of the Course, may seal any vehicle or components thereof as per GCR 252 (vi) and remove them to an alternate venue specified by the Clerk of the Course for further specialised inspections. These inspections will be carried out under the control of the Technical Consultant with the competitor or his/her nominated representative present.
- d) As no travelling expenses will be paid by VW Motorsport, competitors may elect to utilise the services of a third party to represent their interests at a post race technical inspection. VW Motorsport will, on request, provide a competitor with the names of independent people who could be used as possible options in this regard. Should any irregularities be found during the technical strip, the strip will immediately be suspended and all parts sealed. The competitor will be contacted and offered the opportunity to be present at the continuation of the strip at his/her own expense. Alternatively the competitor may elect that the technical inspection continue with his/her appointed representative being present.
- e) In addition to the above a pre-race meeting technical inspection will take place generally in the pit area. Competitors are to ensure that their vehicles comply with the regulations in every respect. Should vehicles have missing decals or are not technically compliant they may be prohibited from taking part in the scheduled practice sessions.

20. TECHNICAL PROTESTS

Where a protest based on the technical regulations and specifications is lodged, the protestor must be prepared to submit his vehicle to the Technical Consultant for similar technical checks to those outlined in his/her protest to be carried out on his/her own vehicle.

21. AMENDMENTS AND ALTERATIONS TO THE REGULATIONS

The Controllers reserve the right to amend, alter or introduce additional regulations if deemed necessary during the course of the championship. Any such amendment, alteration or additional regulation will only come into force once published in an official MSA bulletin/circular.

TECHNICAL REGULATIONS – to be read in conjunction with the Technical Regulations published separately

22. MINIMUM WEIGHT

- a) The minimum weight of any car as it crosses the finish line, or at any other time during an event will be 1200kg. The aforementioned weight is a combined weight of both driver and vehicle. VW Motorsport reserves the right to amend these weights at any time should it be deemed necessary.
- b) Should it be necessary to add ballast to attain the required minimum mass, weight(s) added is/are to be bolted to the floor in the area provided for in the car behind the driver seat. This is the only area where ballast will be allowed. Custom made "Weight Plates" will be available for sale from Volkswagen Motorsport.
- c) If a driver has a weight of 90kg or more (incl. racesuit, helmet, boots & gloves) a lighter seat as per specifications below may be installed.
Approved lighter seat: HTE-R Carbon XL = 7.8kg

23. ENGINES

The only permissible engine is the unit fitted by VW Motorsport. These engines will be sealed by VW Motorsport and may **not** be stripped or worked on by competitors or teams. Volkswagen Motorsport reserves the right to exchange a competitor's engine subject to reasonable notice being given. Engines found with seals removed or tampered with will result in exclusion from the results.

As the engines will be the property of the competitor general maintenance will remain their responsibility. Any maintenance work which requires the removal of seals must be communicated to the Technical Consultant who will assess the extent of the work required. Only the designated engine builder for Polo Cup will be allowed to rebuild engines when and if this is required. The Polo Cup Technical Consultant decision will be final.

24. SUSPENSION

As per Recognition Form "A" with the following latitudes:

- a) Front ride height is free but not lower than the approved ride height spacer (50mm)
Also see Recognition Form A, Point 11.4.8
- b) Rear ride height is free.

25. GEARBOX

The standard MQ350 gearbox as supplied by VW Motorsport as per the Recognition Form "A". All seals placed on the gearbox by Volkswagen Motorsport may not be removed. Should any seal be removed without permission from the registered Technical Consultants, the gearbox will be deemed to have been tampered with and the competitor will be excluded from the results of qualifying and or any race.

26. WHEELS

As per Recognition Form A.

27. TYRES – DRY WEATHER

- a)
 - i) Tyres approved by the controllers may only be sourced through ATS. Pressure controlling "pop-off" valves and nitrogen may not be used.
 - ii) Only compressed air is allowed to inflate the tyres
- b) The make and specification of the tyre allowed will be the Falken 17" 215/45R17 slick. The total amount of tyres allowed per year is 32. Please see table below which shows how the tyres may be used. For clarity 4 new tyres for pre-season testing and 2 of the 6 new at Round 1 may be used for Friday official practice. At round one all cars must be presented for qualifying with 4 new tyres. From rounds two to eight competitors will start qualifying on 2 new tyres (on the front of the car) and two used tyres from the previous round. Damaged tyres maybe replaced from the pool of tyres as long as they have a previous marking. Damaged tyres must be presented to the Technical Consultant with the replacement so they can be marked. For the Rounds where 4 new tyres are allowed, 2 of the new tyres MUST BE on the car for practice session 2 (unless track condition are WET) or otherwise communicated on a Bulleting or Circular. New competitors joining after Round 1, will be allocated tyres as per the table and will be need to use them as described above.

- c) Damaged or defective tyres may be replaced during a race meeting from the pool of tyres allocated for “race” weekends. Should this be exhausted then a used tyre from the test/practice allocation may be introduced. No new tyres will be allowed to replace a damaged tyre on a race weekend.
- d) Tyre warmers are NOT allowed
- e) No “skimming” of tyres will be allowed.

2020 Polo Cup Tyre allocation table

Pre-season testing	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Round 8	Total
4	6	2	4	2	4	4	4	2	32
4		2	4	2	4	4	4	2	26
4			4	2	4	4	4	2	24
4				2	4	4	4	2	20
4					4	4	4	2	18
4						4	4	2	14
4							4	2	10
4								2	6
Pre-season testing: 4 New tyres will only be allowed after round 1, for new competitor coming in.									

28. TYRES – WET WEATHER

The only wet weather tyre allowed is the, Falken 215/45R17 87W, Azenis RT615K+

The minimum tyre tread depth allowed will be 1mm.

This is 75% wear allowed from a new tyre. (4mm)

Use of wet weather tyres in practice is permitted without the “wet race” declaration if track conditions are wet.

This does not declare the event as a “WET RACE”

29. TYRES – MARKINGS

- a)
 - i) At the first race meeting of the season 6 new tyres must be presented for marking and 4 used tyres (Pre-season testing). These will be the only tyres allowed for the weekend. Four (4) of the 6 new tyres must be kept unused (new) for qualifying and the other 2 new tyres must be on the vehicle from the first practice session.
 - ii) At the remaining 7 race meetings, four (4) or two (2) new tyres, refer tyre table (Item 27 in this document) must be presented at the stipulated time and place where they will be positively identified prior to the start of practice and qualifying. Two (2) new marked tyres must be used from the official qualifying session.
Tyres for Saturday warm-up sessions are open but must be marked race tyres. Competitors must ensure that the tyres used are in a good condition for purposes of safety.
- b) At the rounds where only Two (2) new tyres are allowed, these must be kept for Qualifying, the other two (2) used tyres presented for marking must be previously marked race tyres. There will be no exceptions.
- c) It is the responsibility of the competitor/entrant to ensure that the tyre markings remain on the tyres, as the use of unmarked tyres at any time from the start of qualifying, will result in the exclusion of the offending competitor from the session or race concerned. If

VW Motorsport is of the opinion that a certain circuit may require more than two new tyres due to excessive wear, competitors will be advised at the race meeting preceding the race meeting in question and a bulletin from Motorsport SA will be issued. The only circuits this may apply to is, East London or Phakisa.

- d) Competitors unable to produce two (2) previously marked tyres for identification prior to qualifying will be placed at the back of the grid.
- e) Competitors who do not report for tyre marking will be required to make special arrangement with the appointed Technical Consultant and **will** be subject to a fine of up to R500, payable to the Association.
- f) Wet weather tyres will be the Falken 215/45R17 87W, Azenis RT615K+

30. BRAKES

Must conform to Recognition Form "A".

31. EXHAUST SYSTEM

The only exhaust system permitted is that supplied by VW Racing as per the Recognition Form "A". No after-market coating or paint may be applied to the exhaust system either internally or externally.

32. INSTRUMENTS

The only instruments allowed will be Motec as supplied by Volkswagen motorsport at the time of purchase.

33. ENGINE CONTROL UNIT – ECU

Only Motec as fitted by Volkswagen will be allowed.

34. BATTERY

A replacement battery, that is different to the Recognition form A, may be fitted at the discretion of the TC, on a race weekend. However the correct battery as per Recognition Form A must be installed in the vehicle at the next round.

35. LIGHTS

- a) All lights on the front and rear of the vehicle must be in working order at the start of all official practice and qualifying sessions, and races.
- b) Following accident damage in any official practice session, qualifying session or race, the Technical Consultant (in consultation with the Clerk of the Course), may permit a car to start without all lights working, provided he is satisfied that the vehicle will not constitute a danger to other competitors should the prevailing light or weather conditions change.
- c) Notwithstanding the above, at least one of the rear brake lights must be operational at the start of any race.

36. FUEL GAUGE

Only the fuel level available on the Motec dash fitted will be permitted.

37. SAFETY NET

A safety net covering the window opening on the driver's side is compulsory and must be fitted to the roll cage as supplied by Volkswagen Motorsport.

38. FIRE EXTINGUISHER

In accordance with GCR 257 all cars must be fitted with a fire extinguisher. The only fire extinguisher allowed is the unit fitted to the car at the time of manufacture by Volkswagen Motorsport. Refer Recognition Form A for details of the fire extinguisher fitted as well as mounting position. Size: 1.75 Litre

39. TRANSPONDER MOUNTING

The transponders will be mounted on the roll cage (main hoop) between the rear side window glass and the roll cage. Volkswagen Motorsport may supply brackets for the fixing

of transponders which will be compulsory. **Note: The roll cage may not be drilled into (for rivets) or welded on. Permanent transponders must be mounted in the same position either on the rollcage or on the floor.**

40. PEDAL FOOTPLATE

The pedal footplate fitted by Volkswagen Motorsport is the only footplate allowed. Refer Recognition form A.

41. MATS

No mats of any type or material may be fitted to the floor of the car.

42. EXTERIOR TRIM, BADGES AND WINDOWS

All exterior trim and badges are to remain on the car as homologated in the Recognition Form A. The controllers may replace badges with replicas in decal form to save costs. This will be documented in the Recognition Form A or via a Circular from MSA. An exception is the rear 'bee-sting' aerial which must remain, with the GPS aerial fitted behind it on top of the roof.

Tinting of windows will be allowed only on the side windows (4-doors) and the tint shade must be 35%

Rear windows are allowed to be opened by no more than 50mm if it is declared a wet race.

43. SOUNDPROOFING

Not applicable.

44. UNDERBODY SEALING

Not applicable.

45. DRIVER'S SEAT and POSITION

- a) Only OMP Seat and OMP seat belts as supplied may be fitted.
- b) The seat belts may not be mounted to the same bolts as the driver's seat.
- c) The position of the seat fore and aft in the car is free. Only the mounting points welded to the car are permitted and the centralisation of the seat in relation to the standard mounting position must be respected.

46. BONNET and TAILGATE RETENTION

The standard bonnet catch must be used to retain the bonnet in position. The use of secondary bonnet pins may be allowed and will be communicated on a Circular from MSA. The tailgate catch must remain as supplied.

47. FRONT WHEEL ARCH INNER COVERS

Both front inner wheelarch covers must be fitted as supplied by VW Motorsport.

48. SUMP PROTECTOR

The sump protector must be fitted as supplied by VW Motorsport.

49. FRONT BUMPER GRILLE PANELS

As per Recognition form "A".

50. TOW HOOK

The OMP tow straps as fitted by Volkswagen Motorsport is the only towing equipment allowed.

51. IGNITION SWITCH

As supplied by Volkswagen Motorsport on the Motec switch panel.

52. WINDSCREEN

No competitor may take part in any practice session, qualifying session or race without a windscreen fitted to his/her vehicle, or with a windscreen sufficiently damaged as to, in the opinion of the Technical Consultant, warrant a replacement windscreen being fitted.

53. PIT TO CAR COMMUNICATION

Pit to car communication by any means other than pit boards shown on pit lane will not be allowed.

54. PUSH TO PASS

The Push to Pass strategy may be altered by the Technical Working Group and will be published as a Bulletin on the official Notice Board on the Friday of each event.

55. DATA SHARING

Competitors will be allowed access to the data of the fastest lap set in each practice and qualifying session. Race Data will not be shared. The competitor whose data is shared with fellow competitors may choose the fastest lap data from anybody he or she chooses in that particular session. It is the responsibility of that competitor (Fastest in that session) to come and inform the Data Technician of who's data they request. This must be requested from the Data Technician within 30 minutes after that session. Where competitors are part of a larger team, the data will be supplied on a memory stick once only. This data will only be available at the end of Day 1 and where Qualifying is on Day 2, the data will be available after Qualifying before the start of Race 1.

56. LAUNCH CONTROL

Launch control is deactivated and may be introduced if deemed necessary by the Technical Working Group. This will be communicated by means of a Bulletin.