



eRabbit

The electronic publication for Club GTI
Issue3 Apr 2003

Welcome

With the AGM over this now marks the gateway to the Show season and for many the Racing season.

RACING CUP



New for 2003 are rules which, see the abolition of the championship's three-class structure. This is replaced with a single-class system in which all the competing cars run with similar power-to-weight ratios.

It's a formula, which is attracting healthy interest, with more new cars on the grid this season than ever before. Several drivers will be racing new Golf 1.8T's, including Craig Inskip, Lee Wharton, John Quartermaine and the reigning Class A Champion, Steve Walker.

The overall 2002 Champion, Ian Carvell, has made the giant leap from his potent Mk 1 Golf GTI to a Lupo, again with 1.8T power, while Ray MacDowall, third overall in the championship last time, is experimenting with 1.8T power in his Beetle.

One of the most exciting cars on the grid will be the new R32 with its 3.2-litre, 240 PS engine and 4MOTION intelligent four-wheel-drive system. Prepared by Volkswagen Racing UK, the R32 will be handled by a variety of drivers during the season.

Several 2,8 Beetle RSi models will be in action: drivers include Shaun Hollamby, Michael McInerney, Jason Marino, Martin Rutherford, Paul Dukes and Dave Turner. Former Vento VR6 driver Mark Smith will be giving his Bora 1.8T its race debut and ex-BTCC racer Nick Beaumont will be racing a Mk III Golf VR6.

What makes the Volkswagen Racing Cup unique is that it not only encourages the creation of new cars but also provides a competitive home for previous generations of racers. Last year's outright championship victory by Ian Carvell and his Mk 1 Golf ably demonstrates the success of the concept.

This season Ian's GTI will be back in action, this time in the hands of his elder brother, Rob Carvell. Doggedly determined Edinburgh driver John Irvine returns with his Scirocco GTI, while Jonathan Moore and David Penman will be racing Polos.

It was the astonishing success of the Volkswagen Racing UK-prepared Golf TDI, which grabbed the headlines in 2002 when it racked up the first ever UK race wins for a diesel engined car. The TDI is back again this season, driven by Manxman Paul Lloyd-Roach.

And then there's the spectacular Volkswagen Caddy, which at Thruxton in 2002 became the first racing van in Britain and possibly the world. Peter Wyhinny director of Volkswagen Commercial Vehicles, plans to race at all but one Racing Cup meeting.

"Everything looks set for a fantastic season's racing," said Volkswagen Racing UK managing director Sam Roach. "The new rules have added an element of unpredictability to the mix and the many new cars that have been built for the championship will, I am sure, make it a really great spectacle."

From its beginnings in 2000, the Volkswagen Racing Cup has grown to become one of the most successful series in the UK. Last season an average of 25 cars took to the grid at each meeting, an increasing number of them recent models from the Volkswagen range.

A success of the championship is the compact nature of its calendar. There are six weekend meetings with two races at each, allowing the drivers to indulge in their passion, racing without cutting too deeply into their leisure time.

The Volkswagen Racing Cup in association with Autosport enjoys the backing of Dunlop, Wurth UK, Dread, K&N Filters, Mintex, Superchips and Brian James Trailers.

PROVISIONAL CALENDER

31 May / 1 June	Silverstone
27 / 29 June	Donington Park
13 / 14 July	Brands Hatch
26 / 27 July	Croft
6 / 7 September	Snetterton

Website

For more information on Club GTI please see the website.

Events

A full list of events for 2003 is now posted on the Club website. Please visit www.clubgti.com for the up to date listing.

GTI International is being held on the 10 & 11 May. Club GTI will have a stand and many of the regions will have displays. This year sees the policy that cars parked in the public areas i.e. displays show and shire areas will not be able to move until the show closes that evening.

As always the Club needs help with the stand and other activities at GTI International if you are able to help even for an hour or so please contact me on the email address at the bottom of the page.

Feedback

I would be grateful if you have any comments on this publication if you could email me. If you do not wish to receive this type of correspondence please email the membership secretary and request to be removed from the distribution list.

Regards

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