

PORSCHE

GT3 CUP CHALLENGE GREAT BRITAIN

Draft Regulations 2010

Draft version @ 18.12.2009

1. SPORTING REGULATIONS 2010 – General

1.1 Title and Jurisdiction:

The Porsche GT3 Cup Challenge is a Series (not a Championship) organised and administered by the Porsche Club Great Britain (PCGB) in accordance with the General Prescriptions of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations. It will be run in three classes (two classes from 2011 onwards).

1.2 Officials:

1.2.1 Co-ordinator: Steve Kevlin Porsche Club GB – 01608 652917

1.2.2 The MSA Eligibility Scrutineer is Terry Cox and Technical Advisor Steve Kevlin

1.2.3 Series Stewards: Marion Barnaby Porsche Cars GB
Dale Wells BARC
TBA PCGB
TBA PCGB

1.3 Competitor Eligibility:

1.3.1 Entry into the GT3 Cup Challenge will be by invitation of the organisers.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Porsche Club GB, be registered for the Series and be in possession of valid Competition (Racing) National 'B' or higher status Licence.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing on.

1.4 Registration:

1.4.1 Registrations will be accepted from publication of these Regulations. The total number accepted may be restricted at the discretion of the Organisers.

1.4.2 All drivers must register as competitors for the GT3 Cup Challenge by returning the Registration Form (COMPLETED IN FULL) with the Registration Fee to the Co-ordinator at least seven days prior to the date of the first race being entered. Such registration will only be complete when written acceptance is issued by the Organisers.

1.4.3 The 'seven day' rule for registration may be waived by the organisers in the event of 'Force Majeur'.

1.4.4 Accepted registrations will apply only in respect of one competitor in a specified car. It will not automatically permit the specified competitor to compete in a different car or a different driver to compete in the specified car. Only one registration will be accepted per competitor at any one time.

1.4.5 The Registration Fee is £550. Made payable to: - PCGB.

1.4.6 Permanent Competition numbers for the GT3 Cup Challenge will be issued by the Organisers.

1.5 Series Rounds:

The GT3 Cup Challenge is comprised of a series of dates as listed below.

Date	Venue	Club	Club Championship	Porsche GT3 Cup Challenge
April 10	Brands Hatch Indy	MGCC	Double header	Double Header
May 29 / 30	Zolder (Bonus points) +	EERC	Double Header	Double Header
June 26 / 27	Silverstone National	BRSCC	Double Header	Double Header
July 24 / 25	Snetterton	EERC	Double Header	Double Header
August 14	Oulton Park	BRSCC	Double Header	Double Header
August 30	Castle Combe	CCRC	Double Header	Invitation Porsche – v- Ferrari Race
Oct. 2-3	Silverstone GP +	EERC	Triple Header	Triple Header comb. (Britcar 24Hr Meeting)

Motorsport Award Dinner

Venue to be advised

1.5.1 The Organisers reserve the right to amend the published list of dates, in which case all registered competitors will be informed of any amendment by official bulletins.

1.6 Scoring:

GT3 Cup Challenge is not a championship but points will be issued based on race results and these points will count only towards scoring for the 'Additional Award' provided by Porsche Cars GB for the 'Prize Drive' in the Carrera Cup GB during 2010. The scoring criteria is shown in Appendix ii at the rear of these Regulations. Points will be awarded in each class and the Carrera Cup prize will be awarded to the highest scorer irrespective of class.

1.7 Awards:

1.7.1 Trophies will be provided (subject to number of starters), to 1st, 2nd and 3rd finisher in each class.

1.7.2 Trophies will be presented at the end of each race or at an end of the meeting presentation ceremony.

1.7.4 Entertainment Tax Liability:

In accordance with current government legislation, the Porsche Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that as the organiser, the Porsche Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: The Inland Revenue, Foreign Entertainers Unit, 2nd Floor, Unit 1 Princes Gate, Horner Road, Solihull, West Midlands, Tel. 0121 606 2861, Fax. 0121 606 2865.

2. Sporting Regulations - Judicial Procedures:

2.1 These will be in accordance with Section C(d) of the 2008 MSA Yearbook and Section 4 of these Regulations.

2.2 Sporting Disputes:

2.2.1 Disputes of the Sporting Regulations and their application by the Championship Co-ordinator which arise during the season will be settled by the Championship Stewards in accordance with MSA Regulations, these Regulations and any Official Bulletins that have been issued. The case for any dispute must initially be submitted to the Championship Co-ordinator in writing together with the appropriate MSA legislated protest or appeal fee. The Stewards judgment will be subject only to the Right of Appeal to the MSA.

2.2.2 The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and in that respect

- i. Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to be inappropriate or unacceptable for the standards set by the Championship, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the 2009 Porsche Club Championship.

The following Blue Book Regulations will be the guideline by which racing will be conducted – Regulation G74-G76:

74. During a race or practice, if a car is approached from behind by a second car which is either temporarily or consistently faster, the first Driver shall immediately give the other vehicle the right of way.
75. Manoeuvres liable to hinder other Drivers, such as premature direction changes on a straight, crowding of cars towards the inside or outside of a curve, or any other abnormal change of direction are strictly prohibited and will be subject to penalties ranging from a fine to exclusion from the race. The repetition of such driving even though involuntary, may result in exclusion.
76. Any driver appearing not to make adequate use of his rear-view mirror, or driving even unintentionally in a manner which appears consistently to hinder or discourage another Driver seeking to pass, may be halted by display of the Black flag or otherwise penalised.

Any rule clarifications necessary during the year will be notified in writing to all registered competitors in an Official Bulletin.

3. Sporting Regulations - Race Meetings & Race Procedures:

3.1 Entries:

3.1.1 The GT3 Cup Challenge organisers will be responsible for mailing Supplementary Regulations/Entry forms to all Registered Competitors in sufficient time for entries to be made in accordance with Regulation 3.1.2.

3.1.2 Competitors are responsible for sending to the Race Organisers, correct and complete entries and entry fees prior to the closing dates for each competing round.

3.1.3 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives missing or corrected information or fee.

3.1.4 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry lists with Final Instructions the Competitor concerned will be accepted in accordance with MSA Regulation A60.

3.1.5 The Maximum Entry Fee for each round shall be as set out on Entry Forms for the race entered.

3.1.6 Entry fee refunds will be as per the policies of the Race Organising Club at each round - as published in their Supplementary Regulations.

3.1.7 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each circuit and all accepted Competitors may practice.

- 3.1.8 Reserves are to be nominated on the Final list of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number Order irrespective of Class. If Reserves are given Grid places prior to issue of the first Grid Sheets for any round, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official 'Assembly Areas' they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to take the start has passed the pitlane exit. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.9 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over an accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the race.
- 3.2 Briefings:
Race Organisers will notify competitors of the times and locations for all Briefings in the Final Instructions for the meeting. Competitors must attend all Briefings.
- 3.3 Practice:
The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions and the decision of the Clerk of the Course in this respect shall be final.
- 3.4 Qualification:
Qualification will be in accordance with MSA Regulations and the Clerk of the Course and/or the Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory as per MSA Regulation G15.
- 3.5 Races:
The standard minimum scheduled race distance shall be 15 laps or 30 miles or 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full race.
- 3.6 Starts:
Two by two grids (subject to track licence stipulations) and standing starts will be used for all rounds.
- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The minimum countdown procedures/audible warnings sequence shall be: 1 Minute to start of Green flag/Pace lap - Start engines/Clear grid. 30 Seconds - Visible and audible warning for start of Green Flag/Pace lap.
- 3.6.3 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.4 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation G53 and any drivers unable to maintain grid positions on the Green Flag lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.5 Excessive weaving to warm up tyres - using more than 50% of the track width, falling back in order to accelerate and/or practice starts, is prohibited.
- 3.6.6 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to use of the National Flag.

- 3.6.7 In respect of rounds with Multi-Header formats, grid positions will be determined as follows:-
The grid for Race 1 will be determined by qualifying/practice times (as Regulation 3.4). In the event of more than one qualifying session being provided, the grid for Race 1 will be based on the competitors best time achieved in either session (subject to Regulation 3.4).
The grid for Race 2 will be determined by qualifying/practice times (as Regulation 3.4) and will be based on the competitors second-best time achieved in either session (subject to Regulation 3.4). Non finishers to Race 1 (and non-starting qualifiers) will join the back of the grid, relative to positions being determined by order in which a competitor drops out of the first race.
The grid for Race 3 will be determined by the finishing positions in Race 2.

- 3.7 Race Stops:
3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the startline and RED FLAGS will be displayed at the startline and at all Marshall Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

Case A – less than two laps completed by the race leader.
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course. In the event of re-started races, the inclusion of reserves will not affect the bonus points related to the number of starters, which will reflect the number taking the original start.

Case B – More than two laps completed by the race leader, but less than 50%.

The race will restart from a grid set out by the finishing order of part one (as per G23). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

If the leader has completed more than 50% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation G23. Note: Only cars which are racing at the showing of the Red Flag will be classified.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be represented to the Scrutineers before continuing in the races or practice.

3.9 Pits & Pitlane Safety:

3.9.1 Pits. Entrants must ensure that the MSA Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pitlane. The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speed in pit lanes.

3.9.3 Refuelling. May only be carried out in accordance with the MSA G67-70 Regulations, Circuit management regulations and the SR's or Final Instructions issued for each Circuit/Meeting. Refuelling is not permitted during any race.

3.10 Race Finishes:

After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the Pitlane Entrance/Paddock entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses fastened while on the circuit until stationary in the pit lane.

3.11 Results:

3.11.1 All practice Timesheets, Grids, Race results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures including any subsequent examination or test at any other specified location as permitted by these Regulations.

3.11.2 To be classified as a finisher MSA Reg. G89 applies unless Supplementary Regulations or Final Instructions stipulate otherwise.

3.12 Timing Modules:

3.12.1 All competitors will be required to install Electronic Self Identification Timing Modules – see Appendix iv for contact details.

3.14. Operation of Safety Car:

3.14.1 The Safety Car will be brought into operation and run in accordance with Section G. Appendix 2 of the MSA General regulations.

4 Race Penalties:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations C(d)36.

4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum penalty: The provisions of MSA Regulations C(d)39 (a) and (b)
For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C(d)39(c).

4.1.3 In the event of any breach of these regulations the Series Organisers shall be entitled to impose such penalties as they see fit. Including:-

a) Exclusion of a car and/or competitor from taking part in the Series.

4.2 The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and in that respect:

a) The organisers reserve the right to impose further penalties on competitors proven by the officials of any meeting to have behaved on or off the track in a manner considered likely to bring the GT3 Cup Challenge onto disrepute. This may include individual race bans or exclusion from the series.

b) Breaches of driving standards will be dealt with firmly. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or other behaviour, on or off the track, of a manner considered to have brought the GT3 Cup Challenge into disrepute, the organisers will be entitled to request that the GT3 Cup Challenge Stewards consider the inception of an enquiry into the matter notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include race bans, loss of previously issued awards or exclusion from the series.

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. - If in doubt - ASK!

5.2 GENERAL DESCRIPTION

5.2.1.1 The GT3 Cup Challenge is for Competitors participating in GT3 Cup cars originally produced by Porsche AG and complying with the Technical Regulations published below and which are accepted as being in the classes as specified below (also, see Appendix i for guidance).

Note: If it is intended to compete in Carrera Cup GB with a car that is also competing in the GT3 Cup Challenge, you must respect the Carrera Cup regulations – they will take priority over any changes allowed to 997 GT3 Cup cars within these regulations.

Class 1 997 GT3 Cup cars.

Class 2 996 GT3 Cup cars.

Class 3 Normally aspirated Non-GT3 Cup cars @ more than 3.5 Kg/hp. (this class only for 2010 season)

5.2.2 The Organisers reserve the right to invite or decline entries into the GT3 Cup Challenge.

5.2.3 Competitors will be required to nominate their Class and the Technical Regulations appropriate to such for their car upon registration (ie what Class they are entering). The Organiser's reserve the right to reclassify a car to the Class they consider most appropriate to its performance.

5.2.4 In considering whether to permit any car to race the Organisers reserve the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior) and may exclude any car the appearance of which they consider may prejudice the reputation of the Series or is otherwise not acceptable.

5.3 SAFETY REQUIREMENTS:

Cars are subject to the provisions of MSA Regulations Section C(c) - Safety Criteria - as an absolute minimum. Specific requirements over and above such minimum are listed under the Regulation sections for individual classes. It should however be borne in mind that at all times the safety of the driver is paramount. All cars must comply with the following, C(c)29-36, 44, 52-57, 72, 73, 75, G120, 124, 125

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 Interpretation

For the purposes of interpretation, the term 'Organisers' shall refer throughout these Regulations to the Porsche Club GB and/or its officials, unless specified otherwise. In these Regulations 'standard' shall mean in accordance in all respects (whether as to shape, size, material, manner of construction or otherwise) with the manufacturer's recognised specification for the model or item in respect of which the expression is used.

5.4.2 The Organisers or their representatives shall establish the manufacturer's recognised specification by reference to information provided by the manufacturers or by comparison with the items or components which the Organisers consider accord with such specification or in any other manner which the Organisers shall consider appropriate.

5.4.3 The Organisers or their representative shall be the sole arbiters and any finding of the Organiser as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a Judgement of Fact.

5.4.4 The decision of the Organisers upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and classification) shall be binding upon all competitors, who shall on registering for the series be deemed to have full knowledge of these regulations and to have accepted same in full.

5.4.5 Each car must be registered as a specified model and must at all times and in all respects be standard for such a model except for any modifications expressly permitted by these Regulations.

5.4.6 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these Regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries on eligibility should be referred in writing to the relevant Technical Manager at least 7 days prior to an event entered to permit a ruling in advance of any meeting at which it is intended to compete.

5.4.7 The Organisers reserve the right to strip any engine or transmission of a registered car to establish its eligibility. In the event of any part being found to be in contravention of any of these regulations the cost of such work will be met by the registered competitor. The Organisers reserve the right to hold cars until such fees are paid. Failure to comply with this in all respects will mean exclusion from the Series of the competitor concerned.

5.4.8 911GT3 Cup models in Class 1 and 2 must remain standard in all respects as manufactured by Porsche, save for any specific exceptions allowed within these regulations. Minimum vehicle weights will be applied to these model types, as shown in Regulation 5.15.1 Changes in vehicle specification other than those specifically allowed within these regulations, or non-compliance with any minimum weight will result in the car/driver being penalised. Prohibited modifications to GT3 Cup cars include but are not limited to:

- I Use of wider than standard rear spoiler / wing.
- ii Use of non-standard 'Gurney tab' on standard rear spoiler / wing.
- iii Use of GT3 R/RS/RSR suspension components, e.g. rose-joints or spherical joints instead of standard bushes.
- iv Increased engine capacity.

CLASS 1 and 2

The regulations below apply to all cars competing in Class 1 and 2.

5.3 SAFETY

5.3.1 Cars are subject to the provisions of MSA Regulations Section C(c) - Safety Criteria - as an absolute minimum and are recommended to comply with the provisions of Article 253 - Safety Equipment's - of the FIA.

5.5 CHASSIS

5.5.1 Standard

5.6 BODYWORK

- 5.6.1 996 GT3 Cup cars may be upgraded to use later (up to 2005 MY) GT3 Cup aerodynamic devices – see Reg. 5.4.8.
- 5.6.2 997 GT3 Cup cars must be standard.
- 5.6.3 On all models the rear wing may be adjusted within the standard range of adjustment provided.

5.7 ENGINE

- 5.7.1 The engine and all of its component parts must be standard, save for any exceptions specifically allowed within these regulations.
- 5.7.2 911 GT3 Cup cars up to and including 2002 MY may have the ECU 're-mapped' (large 'Motronic style' ECU). All later models fitted with small ECU (2003 / 04 / 05 MY) management system must remain standard.
- 5.7.3 911 GT3 Cup car air filter and housing may be upgraded to later (up to 2005 MY) specification.
- 5.7.4 Engine seals must be fitted to camshaft covers left and right and camshaft sprocket left and right.

5.8 SUSPENSION

- 5.8.1 996 GT3 Cup cars may be fitted with adjustable dampers.
- 5.8.2 All 911 GT3 Cup cars must retain original 'rubber' suspension bushes, see Reg. 5.4.8.
- 5.8.3 997 GT3 Cup cars front axle control arms must remain in the shortest wheelbase position.
- 5.8.4 997 GT3 Cup cars the maximum allowed camber shims fitted: Front axle – 13mm / Rear axle – 10mm.
- 5.8.5 Ride height minimum should comply with figures and measurements shown in Appendix ??
- 5.8.6 It is permitted to disconnect anti-roll bars, but no parts may be removed. Only adjustments within the standard range are allowed.

5.9 TRANSMISSION

- 5.9.1 Only manufacturer's production based units are permitted. Traction control is NOT permitted.
- 5.9.2 996 GT3 Cup cars may be fitted with gear ratios from any year of 996 GT3 cup car.
- 5.9.3 996 GT3 Cup cars may be fitted with sequential gear change, but will run at increased minimum weight, see Reg. 5.15.1.
- 5.9.4 996 GT3 Cup cars may be fitted with a later model multi-plate clutch, but will run at increased minimum weight, see Reg. 5.15.1
- 5.9.5 997 GT3 Cup cars must retain standard transmissions and ratios.
- 5.9.6 997 GT3 Cup cars must have seals fitted to: End casing and differential cover.
- 5.9.7 All models the final drive ratio must be standard.

5.10 ELECTRICS

- 5.10.1 Electrical systems should be standard save the fitting of additional data-logging sensors will be allowed.

5.11 BRAKES

- 5.11.1 All 996 GT3 Cup cars may be fitted with 'floating' front discs, but must retain original callipers and calliper mounting.
- 5.11.2 All models – brake pads will be free.

CLASS 3

5.3 SAFETY

- 5.3.1 Cars are subject to the provisions of MSA Regulations Section C(c) - Safety Criteria - as an absolute minimum and are recommended to comply with the provisions of Article 253 - Safety Equipment's - of the FIA.

5.5 CHASSIS

- 5.5.1 Must remain to manufacturer's specification in its entirety save that strengthening is permitted.

5.6 BODYWORK

- 5.6.1 All exterior panels may be replaced with those of a different material. The body shape and width must be standard for the original model. Spoilers will be permitted provided they are a Porsche recognised original pattern installed in their standard position, e.g. standard spoilers cannot be installed raised to roof height.

5.7 ENGINE

- 5.7.1 Normally aspirated cars in relatively standard form save that with normally aspirated cars the inlet system is free and engine management systems may be modified.

5.8 SUSPENSION

- 5.8.1 Only standard production based units are permitted for the registered model, save that pre- 1990 911 models may use coil over dampers. Use of spherical joints on suspension components is NOT permitted, unless fitted as standard from production. All suspension pickup points must remain in standard position. Anti roll bars and dampers are free.

5.9 TRANSMISSION

- 5.9.1 Only production based units for the registered model fitted in original position will be allowed, all other aspects are free.

5.10 ELECTRICS

- 5.10.1 Original looms must be retained.

5.11 BRAKES

- 5.11.1 Brakes are free save that carbon fibre components are NOT permitted ('Carbon' pads are allowed).

Note: The following Regulations are applicable in all classes.

5.10 ELECTRICS

Pits to car radios will not be permitted to be used.

5.12 WHEELS

5.12.1 Wheels sizes are free save that 911GT3 Cup Cars must use wheels no larger than 9 x 18 front and 11 x 18 rear.

5.13 TYRES

5.13.1 Tyres are free save that:

- i. Cars registered in Class 3 must use Michelin Pilot Sport Cup tyres.
- ii. 911 GT3 Cup cars will use Michelin slick tyres for dry weather use equivalent to Carrera Cup– 24/64-18 (282G) front and 27/68-18 (284G) rear and Michelin wet weather tyres for wet conditions (P2A) front and (P2A) rear).

5.14 FUEL

- i. Only pump fuel as defined in the MSA Technical Regulations on sale to the general public at a retail filling station. Octane boosters are not permitted. Fuel samples may be taken.

5.15 WEIGHTS

5.15.1. The following minimum weights Inc. driver) will apply under all circumstances.:

Class 1		
997 GT3 Cup	2006 / 07 MY	1255Kg
997 GT3 Cup	2008 MY	1280Kg
Class 2		
996 GT3 Cup	All years	1310Kg
996 GT3 Cup	With multi-plate clutch	1325Kg
996 GT3 Cup	with sequential gear change	1335Kg
Class 3		
964/993 RS/Cup models		1260Kg

5.16 SILENCING

- i. Silencing must be in accordance with MSA C(b)23.
- ii. Sound testing of vehicles will be carried out in accordance with MSA C(b)23. The method of measurement will be as follows:-

The test will be conducted at 2m from the centre line of the vehicle at 90 degrees to the centre line of the vehicle, with the microphone 1.2 metres above the ground. The maximum permitted level for this method of measurement will be 93dB(A) with the engine running at 75% maximum rpm. Furthermore conditions for measurement in terms of the space in which the test is conducted, ie background noise etc., will be as C(b)24.

In so far as Regulation 5(16)ii is concerned the Organisers reserve the right to allow sound testing to be undertaken in accordance with MSA Regulation C(b)24 and in particular reference to the 0.5 metre test.

Subject to MSA noise regulations, GT3 Cup cars may use 'Supercup' exhaust / silencer systems

5.17 EXAMINATION OF VEHICLES

The Organisers (in addition to any other powers they may have under these rules) reserve the right before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Organisers may reasonably require to undertake.

During the season, cars may be required to install a data-logger (Race-Technology DL90) for the purposes of monitoring engine power. This, combined with vehicle weight, will be used to determine whether a given car is in the correct class. Competitors will be required to install such fittings as specified by the organisers to allow the use of the data-logger.

5(18) NUMBERS & SERIES DECALS

- i. The Organisers will require Windscreen header decals and Series number panels to be displayed as a condition of eligibility and to compete in the Series, a charge will be made for additional decal sets.
- ii. Competitors must make available space on their vehicle for Sponsors logos as may be specified from time to time.
- iii. Competitors will not be allowed to display sponsor logos (tyre manufacturers) which conflict with Series or tyre sponsor logos.
- iii. Each car may carry on both rear quarter windows the surname of competing driver in white lettering. Typeface to be Helvetica Bold, letters to be no greater than 100mm Capital Height, no alternative typeface will be permitted.

6 COMMERCIAL UNDERTAKINGS

- i. Entry into the GT3 Cup Challenge is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the Series Organiser's and sponsor's discretion.

- ii. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity purposes.
- iii. The Series title and associated logo styles (GT3 Cup Challenge and PCGB logos) may only be used with the prior written approval of the PCGB.

6.1 REGISTRATION FORM

A separate Series Registration form is part of these Regulations.

Appendix i - Eligible Models (examples only, deciding factor based on power to weight ratio shown)

Class 1
Porsche 997 GT3 Cup cars

Class 2
Porsche 996 GT3 Cup cars

Class 3	Above 3.50 Kg/hp.
Porsche 993 Cup / RS	Porsche 2.7 RS
Porsche 964 Cup / RS	Porsche 928 GTS
Porsche 996	Any car registered for the Porsche Club Championship.

Appendix ii - Power test procedure to be used at the series nominated Rolling Road facility.

The procedure shown below will apply in the case of any cars which are identified for power testing as part of the GT3 Cup Challenge eligibility scrutineering process. Before any testing will commence, the competitor will be required to sign a notice, indemnifying the Porsche Club, its officials and the test machinery operative from any claim in the event of the vehicle incurring damage during the test.

1. The power test will be carried out in accordance with the procedures laid down by the manufacturer of the rolling road equipment.
2. The rolling road equipment's inbuilt software will be used to calculate the final power output, taking the measured rear wheel power figure, added to the measured 'transmission loss'. The software within the machine will apply a 'correction factor' calculated from the measured 'ambient' air pressure and the temperature of the intake air.
3. The intake air temperature will be measured by placing a temperature probe into the aperture where the air is drawn into the intake air filter housing.
4. Prior to the test being run, the following will apply:
 1. The engine will be run for 15 minutes, to ensure it is to 'normal working temperature', determined either by the vehicle's own temperature gauge or a separate temperature probe.
 2. For at least 10 minutes of this 'warming procedure', the vehicle will be 'driven' on the rollers to warm the transmission and the tyres on the driving wheels.
3. The vehicle will be 'strapped down' to the minimum level necessary to avoid wheel spin during the testing process, as determined by the tester and scrutineer.
5. The engine power test results will be measured in kiloWatt.
6. The engine will be tested to a speed at least equal to that at which the maximum power is stated by Porsche as being produced. If at this speed, power has not 'peaked', the engine speed will be increased until such speed as the power starts to reduce, i.e. it has obviously 'peaked'.
7. Power test runs will be conducted with the engine cover open for front engine models and closed for rear engine cars.
8. Two power test runs will be carried out, with 10 minutes between each test. During this 10 minute 'rest', any cooling fans will be switched off to avoid inappropriate or uneven cooling of engine components.
9. The highest power figure measured from the two test runs, will be recorded as the maximum power produced. In the event that the measured power exceeds the maximum allowed within the championship regulations (see figures listed in Appendix i), the highest of the two test runs will be that which is reported.

Note: The GT3 Cup Challenge Regulations do not stipulate or require that power figures obtained, should be measured to any specific standard. The procedures stated above will be used to determine the engine power for any given model. The test is not carried out in accordance with DIN standard 70020.

Note: Any competitor wishing to check the power output of his/her car, is advised to have the car checked on the nominated rolling road, using the procedures outlined above. The nominated Rolling Road facility will be:

TBA

Appendix iv - Data Logger

In conjunction with our Eligibility Scrutineer, Terry Cox in 2010 we may implement the GPS linked, Vehicle Performance Assessment programme (data logger), for the purposes of scrutineering / information. This basically monitors the on-track performance of competitor cars, against known parameters including rolling-road dynamometer engine power testing.

This programme is not new, having been incorporated by at least one other national championship and a few Porsche competitors already have it installed for their own purposes. This system has been used in the Porsche Club Championship in past seasons.

To ensure that the programme is available to all Porsche Competitors (as per Porsche Club Championship Reg. 5.4.9 and GT3 Cup Challenge Reg. 5.17), a 12v feed (with earth return) may be required in each competing car, wired via the MSA compulsory Isolator (Battery Cut-off) Switch. No other connection will be allowed as the Isolator Switch function must also include termination of the current to the data-logger, i.e. the power is cut when the battery isolator switch is operated !!

If appropriate, each competitor will be provided with a 3Mtr. length of twin cable (which may not be shortened) and fitted with a small connection block for connection to the data-logger box and includes two bared ends for connecting to the Isolator Switch.

A small box complete with GPS Tracker Sensor (provided by the organisers, for installation at selected events) will be fitted in the car at a point where it is most suitable for (a) access to satellite signals and (b) secure fixation.

The installed position may vary from car to car and your co-operation is anticipated in this respect.

Once a cable is properly installed a series of tests will commence for information purposes by installing and activating a data acquisition box, in the assembly area, prior to Qualifying and or Racing, and removed in Parc Ferme for analysis. The data downloaded from the supplied data logger will be used, as stated, to monitor performance and to identify cars which may require further scrutineering checks. It will not of itself be used for the exclusion of vehicles, or for reports to the meeting officials.

Appendix v

The necessary timing modules (transponder) can be purchased from:

Timing Solutions Limited
Unit 2 Ninian Park
Tamworth
Staffs. B77 5ES

Tel: 01827 68010
Fax: 01827 64709

Contacts

Series Co-ordinator -

Steve Kevlin
Porsche Club GB Motorsport Limited
Cornbury House
Cotswold Business Village
Moreton in Marsh
Glos. GL56 0JQ

Tel. 01608 652917
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