

Porsche Club

Championship



Regulations 2009

Approved version 7 - 29.01.2009

1. SPORTING REGULATIONS – General

1.1 Title and Jurisdiction:

The Porsche Club Championship (the Championship) is organised and administered by the Porsche Club Great Britain (PCGB) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: CHR 2009 / 097

Race Status: National 'B'

MSA Championship Grade: 'C'

1.1.2 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to 'force majeure' or for safety reasons, or if requested by the authorities including the FIA, by means of Official Bulletins. The Organisers further reserve the right to cancel events if necessary due to exceptional unforeseeable conditions and are not liable for any damages so incurred as a result A29 (c).

1.2 Officials:

1.2.1 Co-Ordinator: Steve Kevlin Porsche Club GB - 01608 652917

1.2.2 The Technical Regulations will be enforced by the Championship's MSA Eligibility Scrutineer, Terry Cox and/or his deputies.

| | | | |
|-------|------------------------|---------------------|-----------------|
| 1.2.3 | Championship Stewards: | Richard Culverhouse | CSCC |
| | | Marion Barnaby | Porsche Cars GB |
| | | Dale Wells | BARC |
| | | Robin Duckitt | PCGB |

1.2.4 Permanent Clerk of Course: TBN

1.2.5 At any appeal hearing called under Section 4 of these Regulations the Appeal Panel will consist of 3 Stewards drawn from those listed under Regulation 1.2.3.

1.3 Competitor Eligibility:

Entry into the 2009 Porsche Club Championship will be by invitation of the Porsche Club Great Britain - the Organisers.

1.3.1 Entrants must be fully paid up valid membership card holding members of the Porsche Club GB, and be in possession of valid 2009 MSA Entrants Licences.

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 Championship 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 when signing on.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form (COMPLETED IN FULL) along with the Registration Fee to the Championship Co-Ordinator at least seven days prior to the date of the first round being entered. The Championship is open to invited competitors and registration will only be complete when written acceptance has been issued by the Organisers. Incomplete (in any way at all) or unsigned forms will be rejected.

1.4.2 The Registration Fee is £530 (inc. VAT) Cheques payable to:- Porsche Club GB Motorsport Ltd..

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

1.4.4 Permanent Competition numbers for the Championship will be issued by the Organisers.

1.4.5 The Registration Form provided will form the basis of a vehicle 'log book'. The form must be completed fully and accurately as otherwise it may invalidate the vehicle eligibility. During the season any additions/alterations or any accident damage must be notified by the competitor in writing and appended to the completed 'log book', to be held by the Championship Co-ordinator.

1.4.6 Accepted registrations will apply only in respect of one competitor in a specified car. It will not permit the specified competitor to compete in a different car or a different driver to compete in the specified car. The Organisers may accept a registration from a driver for a car already registered and raced in the 2009 Championship with another driver. Only one registration will be accepted per competitor at any one time.

1.4.7 The 'seven day' rule for registration (Reg. 1.4.1) may be waived by the organisers in the event of 'Force Majeur'.

1.4.8 Registrations will not be accepted which allow a competitor to compete in just the final round of the championship.

1.5 Championship Rounds:

1.5.1.1 The Porsche Club Championship will be run at National B status and contested over 9 rounds, as follows (All rounds will include 2-races). Events marked (+) will be combined with a race for Porsche Open, with separate starts:-

| Date | Venue | Club | Club Championship | Porsche Open |
|---------------|--------------------------------|------|---------------------|---------------------------------------|
| April 4 | Donington Park | MGCC | Double header | |
| April 18 / 19 | Angelsey (double place points) | CSCC | Double Header | Double Header. |
| May 30 | Brands Hatch Indy | MGCC | Double Header | Single 1hr Race |
| June 13 | Oulton Park | CSCC | Double Header | |
| July 18 / 19 | Brands Hatch GP + | MSVR | Double Header | Double Header comb. (WTCC Meeting) |
| Aug 15 / 16 | Thruxton | BARC | Double Header | |
| Aug. 31 | Castle Combe | CCRC | Double Header | Porsche -v- Ferrari Race |
| Sept. 26 / 27 | Croft | DDCC | Double Header | Double Header |
| Oct. 2-3 | Silverstone GP + | EERC | Double Header | Double Header comb. (Britcar Meeting) |
| Nov. ??? | Motorsport Award Dinner | | Venue to be advised | |

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, in accordance with MSA Regulation A29 (c).

In the event of a race meeting being abandoned for reasons outside the Championship Organiser's control, the abandoned round may not be rescheduled.

1.6 Scoring:

1.6.1 Place points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

1st 20, 2nd 16, 3rd 13, 4th 11, 5th 10, 6th 9, 7th 8, 8th 7, 9th 6, 10th 5, 11th 4 12th 3, 13th 2, 14th 1, 15th onwards 0.

1.6.1.i In addition points will be awarded to all competitors who practice and start the race (including starts which are subsequently stopped and re-started. Points will be awarded even where cars that took the original start, fail to take the re-start and/or do not appear on the final results sheet – Also, see Regulation 3.7.1 – Case A) as follows:-

- i Class Pole position = 1 point – in the event of a Multi Header format, to be awarded in each race.
- ii Class Fastest lap = 1 point – In the event of a Multi Header format, to be awarded in each race.
- iii Joint fastest laps each score 1 point.
- iv Entry form received and paid before the closing date = 1 point
- v Added to each individual competitor's place points will be a bonus equal to the number of starters in the Class, but not exceeding a maximum of 5, ie 5 starters or more 5 bonus points (per competitor), 4 starters 4 bonus points, 3 starters 3 bonus points etc.
- vi A further point will be awarded to each competitor starting each race
- vii A further point will be awarded to each competitor who, at the time of starting the meeting, displays no damage to his/her car. This fact will be determined by the championship scrutineer or his appointed deputy. The only exceptions will be where the competitor has advised the scrutineer in writing in advance of damage which cannot be repaired in time. This point will be awarded only once in the meeting.

1.6.1.ii At the last Championship round a 20 point bonus will be awarded to all competitors who practice and start the race. If a Double Header format the bonus will apply to each race. This regulation will also apply to any 'Foreign' round.

1.6.1.iii At the Angelsey round (April 18/19) a 20 point bonus will be awarded to all competitors who practice and start the race.

1.6.1.iv In the event of a Double Header format, full place, bonus points and fastest lap will be awarded for each race. The point for entry before closing date will be awarded for the first race started.

1.6.2 To determine the final Championship points total a driver will count his/her total number of points scored from a maximum of 16 races. Subject to any disciplinary finding, non scores may be included as lowest scores.

1.6.2.i Points scored by a competitor in different classes will be totalled separately towards final placings. A change of car within a class will be permitted only with the prior consent of the Organisers – see Reg. 1.4.6. Accumulation of points where a driver changes car will be automatic for the same model, but may be totalled separately for a different model.

1.6.3 Ties will be resolved using the formula in Section G 11 in the 2008 MSA Yearbook.

1.7 Awards:

1.7.1 All awards are to be provided by the PCGB.

1.7.2 Per round, trophies will be issued to 1st, 2nd and 3rd in each class. In the event of a Double / Triple Header format, trophies will be issued to 1st, 2nd and 3rd in each class for each race.

1.7.3 Championship Overall trophies will be issued to 1st, 2nd and 3rd in each class. In addition the Overall Championship will be awarded to the holder of the greatest number of qualifying points.

1.7.4 The Overall Champion will be awarded a race in the ProAm2 Class in the Carrera Cup GB during 2010, courtesy of Porsche Cars Great Britain.

1.7.5 Where possible trophies are to be provided for presentation at the end of each race and/or at an end of the meeting presentation ceremony. At the end of each race, Overall race and Class winners may be required for a podium presentation, this prior to any scrutineering procedures. Attendance at such award ceremonies is mandatory, failure to attend will result in loss of points from that meeting unless previously agreed with the Organisers. See also Reg. 3.10 ii.

1.7.6 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, Centre for Non-Residents, St John's House, Merton Road, Mereyside L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

1.7.7 In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such trophies to the Porsche Club GB in good condition within 7 days.

2. Sporting Regulations - Judicial Procedures.

2.1 Rounds: These will be In accordance with Section C (d) of the 2009 MSA Yearbook and Sections 2 and 4 of these Regulations.

2.2 Championship: These will be In accordance with Section C (d) of the 2009 MSA Yearbook and Sections 2 and 4 of these Regulations.

2.3 Sporting Disputes

2.3.1 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.

2.3.2 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 - Championship Race Meetings & Race Procedures.

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be as stated on the relevant entry form.

3.1.2 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.

3.1.3 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 must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

3.1.4 The Maximum Entry Fee for each round shall be as set out on the Entry Form for the race being entered.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Porsche Club GB, may at their discretion run two races. In such circumstances the entry for each individual race will be determined by the class structure.

3.1.6 Where races are combined with Porsche Open the number of entries allocated to Porsche Club Championship competitors will be 50% of the available grid. Priority will be given, based on:

- I Date of receipt of completed entry.
- ii Championship position at time entry received.
- iii Number of events entered up to that point.

3.1.7 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 start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings:

Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 Practice:

The minimum period of practice to be provided is to be 15 minutes. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

Following practice all cars must go direct to the designated Parc Ferme or circuit weighbridge upon leaving the track. Competitors leaving the track prior to the end of practice should go direct to the designated Parc Ferme or circuit weighbridge. Failure to do so, or stopping 'en route', or non-presentation of car/driver combination when required, will lead to cancellation of qualifying times. Note. As both driver and car are considered to be under Parc Ferme conditions no other person or persons will be allowed into the area designated Parc Ferme.

3.4 Qualification:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation G15. 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 points scoring race.

3.6 Starts:

Two by two grids (subject to track licence stipulations) and standing starts will be used for all Championship 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 two race 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). In the event of more than one qualifying session being provided, the grid for Race 2 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.

3.7 Race Stops:

Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts. The RED LIGHTS will be switched on at the startline and 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.

i. Any race stopped before the leader has completed more than two laps will be declared a 'No Contest' and available cars will restart from their original grid positions.

ii. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order derived as in the following point. The result will be based on aggregate times recorded across both parts of the race. 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.

iii. Any race stopped after the leader has completed 75% of its duration will be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

In the interval between stopping and restarting the race cars may return to the pit area for repairs. They may join from the pit road after all the other cars have started. Non-runners at the time of stopping can restart from the pitlane behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of the shorter distance than originally scheduled, or may be abandoned altogether.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented 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 pitlanes.

3.9.3 Refuelling. May only be carried out in accordance with the MSA G67, 68, 69, 70 Regulations, Circuit management regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

i. 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 their helmet on and harnesses done up while on the circuit or in the pitlane.

ii. The first 3 finishers in each class must go direct to the circuit weighbridge/parc ferme immediately on leaving the track or following the end of the podium presentation. Drivers must remain with their cars until weighing procedures are complete, unless required for podium presentations, in which case they must return to/proceed with their cars to parc ferme immediately after such presentation. Failure to comply with this Regulation may lead to exclusion from the results.

3.11 Results:

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

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 of supplier.

3.14. Operation of Safety Car:

Event SR's will dictate if a Safety Car will be deployed, in which case the following regulations will apply.

3.14.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with GR B27) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.

3.14.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the startline. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

3.14.3 On the order from the Clerk of the Course the Safety Car will join the circuit with its revolving lights on regardless of where the race leader is.

3.14.4 When the order is given to deploy the Safety Car a waved yellow flag and 'SC' board will be displayed at the start/finish line. The waved yellow flags and 'SC' boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and 'SC' board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.

3.14.5 Flashing yellow lights may also be used at the startline and at other points around the circuit.

3.14.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, SC boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

3.14.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

3.14.8 While the Safety Car is in operation, competing cars may enter the pitlane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

3.14.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the safety car with its lights extinguished.

3.14.11 Following the Safety Car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

3.14.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the 'SC' board withdrawn. Following this display of the start signal yellow flags and 'SC' boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal is passed.

3.14.13 Each lap covered while the safety car is in service will be counted as a race lap.

3.14.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pitlane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pitlane without overtaking. Any car entering the pitlane under these circumstances may stop at its designated garage area.

4. Championship 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 i. In the event of any breach of these Regulations the Championship Co-ordinator may refer the matter to the Championship Stewards who may impose such penalties as they see fit. Incl.:-

- a) Removal from a competitor of all or any Championship points claimed by such competitor.
- b) Exclusion of a car and/or competitor from taking part in the Championship.

ii. Failure to make a car available for scrutineering or to permit its retention or to present it for examination after sealing as required by Regulation 5.17 shall be a breach of Regulations.

Unauthorised breaking of any seals put in place under the provisions of the Regulations 5.17 or for any other purpose shall be a breach of these Regulations.

4.1.4 i. Any competitor wishing to appeal against a decision relating to the Championship Regulations, be it Technical or Regulatory, shall serve notice in writing to this effect upon the Championship Co-ordinator within seven days of such decision being published. Such notice shall state the grounds of the appeal and be accompanied by a fee of £295.00 payable to Porsche Club GB Motorsport Limited.

Any appeal made in accordance with paragraph 4.1.4.i above shall be determined by the Championship Stewards.

ii. A competitor may appeal against the decision of the Championship Stewards in accordance with the MSA Reg. C(d)67-76.

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship: As per 2009 MSA Judicial Procedure Regulations, plus:

- i. In the event of the competitor having points applied to his/her licence by a Clerk of Course at any meeting, the same number of points will be deducted from the competitor's championship score.
- ii. In the event of further instances of points being applied to the licence, the points deduction will be multiplied by the number of times points are applied, e.g. for a second occasion the deduction is points applied x 2, for a third occasion points applied x 3, etc.

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

The Porsche Club Championship is for Competitors participating in Porsche vehicles in the classes as specified in Appendix i.

Class 4 is for 2.0 911 models (up to and inc. 1968 model), 912 and 356 models built and run to FIA Appendix K regulations. Vehicles entered in this class must at all times and in all respects (save for tyres – see Reg.5.13.1) comply with the requirements of the Appendix K regulations.

A high standard of presentation for competing cars will be considered of paramount importance. The judges in this matter will be the Championship Co-ordinator and the Championship Scrutineer. In considering whether to permit any car to participate 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 Championship or is otherwise not acceptable – See Regulation 1.6.1.i.vi.

Prior to the commencement of the season competitors may be required to present their cars for technical inspection, such to be undertaken at a venue, time and date to be advised. Until any such inspections have been undertaken and said vehicle has been accepted into the Championship no race entries will be accepted for that competitor.

At the Organisers discretion, cars for physically disadvantaged drivers shall be allowed to compete with whatsoever equipment the Organisers deem appropriate for the sole purpose of giving the driver full and adequate control. Competitors will thereafter be personally and solely responsible for ensuring that any and/or all such equipment fitted shall be acceptable at inspection by the Chief Scrutineer of any meeting attended.

5.3 Safety Requirements

References in these regulations to the MSA Technical Regulations are to those issued for 2009.

- 5.3.1 Vehicles must comply with sections C(b).1, C(b) Technical & G Technical Regulations except G115 (in so far as they relate to rear engined vehicles).
- 5.3.2 The design and fixation of the roll cage is free within the habitation insofar as it must comply with the minimum requirements as shown in Section C(c) drawings 5 and 6 for left or right hand drive cars as appropriate, except for the following:-
 - i. Additional door bars are mandatory as per MSA Regulation C(c)20.
 - ii. No part of the roll cage nor its attachment points to the chassis/body may pass through the front or rear bulkhead.
 - iii. In the case of front engined cars no part of the roll cage nor its attachment points to the chassis/body may be rearward of the rear transverse chassis rail nor the position of the rear seat hinge (except with the express permission of the Organisers).
- 5.3.3 All roll cages not having certified approval prior to 01.01.95 must seek such certification via an MSA approved source and such a certificate must be available for inspection at scrutineering.
- 5.3.4 Fire extinguishers, to C(c) Appendix 1, Table 56(b) securely mounted to the cockpit floor with a minimum of 2 x 6mm diameter bolts with quick release brackets, must be fitted. Safety pins must be removed whilst competing or practising (including post practice/race scrutiny).
- 5.3.5 A Safety Harness to C(c)45 Four Point or Six point must be fitted. Note MSA regulation G125.
- 5.3.6 A Crash Helmet to current MSA approved standard and clean fire resistant overalls, balaclava, socks, gloves and boots as per C(c)77-86 must be worn whilst competing or practising and available for inspection at pre-practice scrutiny.

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, 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 U.K 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 U.K 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 an other manner which the Organisers shall consider appropriate.
- 5.4.3 The Organisers or their appointed 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 finding of fact.
- 5.4.4 Competitors, 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 (including year of manufacture) 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 Unless specifically authorised in these Regulations the use, substitution of, and/or addition of any parts, material, processes or adjustments incompatible with those appearing in the manufacturer's recognised U.K specification is prohibited. Similarly only welding or repairing material or the fitting of the manufacturer's standard replacement parts for the sole purpose in every respect of restoring the vehicle to the manufacturer's recognised U.K specification or to comply with MSA obligatory safety requirements is permitted.
- 5.4.7 The Organisers reserve the right to re-inspect vehicles during the course of the season should there have been a Regulation infringement or circuit incident.
- 5.4.8 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 concerning eligibility should be referred in writing to the Organisers 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.
- 5.4.9 Tests to establish the power output of any car may be carried out by the Organisers or their representatives. Such power testing will be carried out using the rolling road equipment or engine dynamometer equipment notified by the Organisers, or by use of 'on-board' Race-Technology DL90 Data Logger. A tolerance of 5% maximum kiloWatt will be given, calculated to the nearest integer (rounded up if 0.5 or greater), compared to the maximum stated figure in the list of eligible cars. The stated tolerance is total and absolute taking account of all other tolerances for test machinery and atmospheric conditions. No further allowance will be given. 'Rounding' of calculations will be effected on the total power figure. For purposes of presentation other figures may be rounded, but it is the total figure only which is relevant. The test will be carried out according to the procedures stated in Appendix ii of these regulations.
- 5.4.10 All competitors may be required to install fittings, as stipulated by the organisers and prior to any round in which it is planned to compete, to allow the use of the data-logger – Race-Technology DL90.

5.4.11 The Organisers reserve the right to strip any engine or transmission or other component of a registered car to establish its eligibility. The cost of such dismantling and any subsequent re-assembly will be at the cost of the competitor. 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 Championship of the competitor concerned.

- 5.4.12 Where a vehicle is found to be in contravention of Championship Regulation 5.4.9 and/or 5.4.11 the competitor may be required to make a financial contribution towards the costs of any testing carried out. Failure to comply with any reasonable request for such contribution will result in the competitor's registration for the Championship being recinded.
- 5.4.13 Cars may be put into Parc Ferme at any time during a Championship race meeting at the request of the Organisers.
- 5.4.14 Repairs or any other work (including seam welding, brazing and plating) to any part of the car which the Organisers consider would improve it (whether as to strength, rigidity or otherwise) beyond the standard part or item is prohibited. Any structural repair to the vehicle must be itemised in full on the Registration form.
- 5.5 Chassis
- 5.5.1 The body style of the registered vehicle must have been produced as that specific body style, eg, a vehicle registered as a coupe must have originally been a coupe and not a Targa or Cabriolet. The inclusion of body/chassis parts which are not appropriate to the registered body style is expressly forbidden.
- 5.5.2 No car shall have a chassis which was manufactured in a year later than that which is shown as the year of manufacture of such car on its Championship registration form save where the vehicle remains the same model type, e.g. 911SC of any year can be registered as any 911SC type, but a 3.2 Carrera chassis cannot be converted to 911SC.

Each car's Vehicle Identification Number (Chassis) plate shall be clearly visible on the main body of the car and identifiable by a red painted surrounding border. Any vehicle not carrying a 'stamped-in' original chassis number must have one allocated and applied by the Organisers.

- 5.5.4 The Organisers may (but shall not be obligated to) waive chassis regulations.

5.6 Bodywork

5.6.1 Modifications Permitted

- 5.6.1.1 Taping of bodywork gaps, spoilers or any profiles is prohibited and all lights, body aperture caps and rubber seals including torsion bar caps on 911 models must be in place. The removal of spot/auxiliary driving lamps is permitted (subject to Reg. 5.10.1), provided that apertures are covered with a mesh grille (or blanking panel) and provided that installation and finish of such is to a high standard.

5.6.1.2. Interior

Interior trim including carpets may be removed. Standard dashboards or standard pattern (and centre console in 924/944/968 models) must be retained. Vertical trim panels must be fitted. 911 models may fit RS pattern door panels. 924/944/968 models may fit carbon fibre or standard panels. Aluminium panels will not be acceptable.

- 2.2 Replacement of driver's seat by a suitably affixed racing seat – to FIA standard - is permitted. Competitors should pay close attention to the strength and integrity of any seat(s) fitted and the mounting thereof, in particular it is suggested that aluminium seat mountings constructed from welded sections are to be avoided. Fixed mountings supplied by the seat manufacturer are strongly recommended. Where sliding seat runners must be used, attention should be paid to the quality of manufacture and strength. All mountings should be securely attached to the vehicle using bolts and washers of suitable dimensions and/or steel plates to spread the loads where bolted through the floor (Note. standard 'captive nuts' may not be sufficiently secure). See MSA Reg. C(c)50.
- 2.3 Passenger seats may be removed, but where they are fitted must be of a design and type appropriate and safe for normal use.
- 2.4 Substitute steering wheels are permitted subject to MSA Regulations C(b)13. The fitting of plates to pedals is permitted.

5.6.1.3 Exterior

Air scoops for brake and/or oil cooling may be fitted within the plan of the standard body panels but not so as to be visible at an angle of 45 degrees from the outer edge of any of the bodywork of the car – see Regulation 5.11.vi.

Sunroofs must comply with G129 save that original equipment or original manufacturer (Porsche) options may be retained. This regulation includes Targa models with the manufacturer's folding roof panel, but excludes any vehicle fitted with a glass sunroof panel.

Bodywork must be standard for the registered model (including materials) save that composite front wing and bonnet for all models and one piece rear bumper sections of pre-1973 911 to standard profile are permitted. 968 / 944S2 / 944 models may remove the headlamp operating mechanisms, subject to Regulation 5(2) - standard headlamps are not required as a result but standard driving lamps must be fitted, fully operable and not blocked out, ie can be used as headlamps. (See Reg. 5.10.1).

968 models may be fitted with fibreglass front and rear PU bumper panels, subject to them being of sufficiently high quality and weight (similar to the original) and all alloy bumper and support brackets to remain installed.

- 3.5 All 911 models may remove sill covers seals and end caps, except torsion bar caps.
- 3.6 All 911 models 1969-73 may remove the right hand battery box.
- 3.7 All 911 models pre-1973 may remove rear bumper ornamental trim rubbers.
- 3.8 Only spoilers standard to the registered model may be fitted save - For all 911 models and derivatives (in case of any doubt refer to reference photographs held by Technical Manager)
- i Pre-1974 model cars may fit 1973 pattern front spoilers and rear ducktail spoilers (except Class 4 - 911's).
- ii 1974-83 models may fit 3.0Ltr Turbo pattern or 1977-1981 Sport pattern spoilers.
- iii. 924S models may fit 924 Turbo pattern front panel.

iv. 964 and 993 models may only use the standard rear spoiler, but if raised, its position must be fixed in the standard raised position.

3.10 Towing eyes must comply with MSA Regulation G99 this stipulates they must be substantial, securely fixed to the main structure of the vehicle (front and rear) and be within the confines of the body (must not protrude beyond the plan view). They are to enable the vehicle to be moved in the event it requires retrieval - especially from gravel traps or towing. They should be painted a contrasting bright colour. Poorly constructed or insecure towing eyes may lead to considerable damage to the towed vehicle, difficulty in retrieving the stranded vehicle, or injury to support personnel in the event of a breakage.

Note: Standard 'screw in' towing eyes will not be acceptable if they project beyond the bumper line in plan view.

3.11 Only recognised Porsche pattern exterior door mirrors may be fitted.

5.6.1.4. Silhouette

i. Save for permitted alternative spoilers listed in these Regulations, the silhouette must remain standard for the registered model.

5.6.1.5. Ground clearance

Minimum ground clearance is 65mm - MSA Regulation G Technical Regulations 98.

5.7 Engine

5.7.1 Permitted modifications

Engines and their components, power output (as stated in Appendix i) and ancillaries must be standard for the registered model.

ii. Devices limiting engine speed may be adjusted or rendered inoperative

iii. Drive belts of engine driven pumps may be disconnected. Air injection pumps may be removed.

iv. The static and dynamic advance timing of the manufacturer's standard ignition distributor is free.

v. Carbon fibre clutches are not permitted.

vi. The flywheel must be the same weight as that fitted to the standard model as registered, save that 968 models may substitute a solid flywheel and crankshaft damper for the original dual-mass flywheel. (For parts listing refer to Organisers) The clutch lining and pressure plate are free, subject to 5(7).1.v.

vii. Subject to compliance with overall minimum weight limits referred to in Appendix i, air-conditioning equipment may be removed.

5.7.2 Prohibited Modifications

Save for balancing to the extent mentioned below, no other modifications are permitted. It is strictly forbidden to perform any work other than normal service to any part of the vehicle. Normal repair or replacement is permitted but only to the standards as specified in the manufacturer's service schedules and using parts identical to the part requiring replacement. Decoking of cylinder heads using burrs or wire brushes is likely to make the condition of inlet and exhaust ports unacceptable. Polishing of any components is strictly prohibited. Casting marks and sharp edges must be seen as the manufacturer originally produced the item. IF IN DOUBT, ASK ! Minimum removal of metal from moving components solely for the purpose of balancing in the course of engine assembly shall not of itself constitute a breach of these Regulations but if in the opinion of the Organisers (whose decision shall be final) such removal is excessive, unusual or irregular or may result in other improvements or benefits the work shall be considered a breach of these Regulations.

i. Devices providing for variable boost and/or engine power adjustment from other than the engine compartment will not be permitted.

ii. Camshaft timing must be set and remain within manufacturer's standard settings.

iii. Any standard variable camshaft timing elements may not be modified to alter the camshaft timing or phasing beyond the original manufacturer settings and must be operational at all times.

iv. Where standard, balance shaft belts and balance shafts must be installed, connected and fully operational at all times.

5.7.3 The engine location must remain standard for the registered model.

5.7.4 Oil cooling

i. Provision for engine and/or gearbox oil cooling within permitted body panels is free. However ram air supply pipes which increase under-bonnet air intake pressure or fuel cooling are prohibited.

5.7.5 Induction systems

i. Turbo boost must at all times comply with specified figures. All Turbo control systems including pipework, waste gate etc. must be standard except where expressly permitted otherwise.

iii. Air filters but not filter boxes may be removed. Filter boxes and inlet trunking must be complete and intact, the opening of additional apertures by removal of air cleaner elements is not permitted.

iv. During competition the maximum allowable boost will be:-

| | | |
|---------|----------------|---------|
| Class 2 | 924 Carrera GT | 0.92bar |
| Class 3 | 924 Turbo | 0.82bar |

5.7.6 Exhaust systems

i. An exhaust system (including effective silencer boxes with standard outlets, but for which internals are free) of standard diameter and routing for the registered model must be used. Silencing must be within MSA Technical Regulations, C(b)22-23.

5.7.7 Ignition systems

Save for exceptions allowed in 5.7.1 iv ignition systems must be standard.

5.7.8 Fuel delivery systems

- i. The fuel system components must remain standard for the registered model and must be installed as designed for that model. No additional components or functions may be installed.

5.8 Suspension

1. Permitted modifications

- i. Standard suspension units, joints and bushes in unmodified form must be retained, save that 911 models up to and including 1977 models may use alloy rear railing arms (from '74-'77 models) which retain the original 'ball and socket' anti roll bar fixing.
- ii. Adjustment within the scope of the standard design is permitted.
- iii. Shock absorbers are unrestricted subject to their fitting on the original mounting points and not incorporating any non-standard or additional suspension facility (e.g. coil spring assistance or rose joint fittings) not provided by the original item. Save that 924S, 944 and 968 models may use coil-over dampers to the rear axle, with coil spring assistance. All 924 models may use adjustable spring platforms on front strut assemblies.

iv. 924S, 944 and 968 models will be permitted to install rear dampers utilising spherical or 'rose-joints' in place of the standard rubber mounting bushes.

- v. Springs (including torsion bars) are free. Original equipment adjustable spring plates may be fitted to all 911 models.
- vi. Any Porsche production anti-roll bar, including adjustable versions, may be fitted provided it can replace the standard item using all mountings as originally intended by the manufacturer.
- vii. A supplementary tie-bar of not more than 1.6" diameter or 5" total circumference at its maximum cross-section dimension may be fitted between and immediately adjacent to the upper front strut mountings in the front compartment of the car. This bar must be attached at each of the two location points on the car with a maximum welded surface area of 2 sq. ins. on each side and must not be in contact with any other part of the car, engine or other component save that 911 models may use the 'Weitmeister' type. Bracing or mounting brackets may not be extended vertically or horizontally down the inner wing or strut turret panel.

2. Prohibited modifications

- i. Use of non-ferrous metals is prohibited in relation to springs.
- ii. Replacement of standard rubber suspension bushes with harder rubber / nylon / plastic / metalized joints is strictly prohibited.

3. Wheelbase/Track

- i. Wheelbase must remain standard. Track must remain standard subject to modifications allowed under Regulation 5.12.

5.9 Transmissions

- i. Modifications are strictly prohibited to the transmission and/or final drive.
- ii. Transmission and final drive must be standard for the registered model
- iii. All ratios (including crown wheel and pinion) must be standard for the registered model. Torque biasing differentials of any manufacture are permitted.

iv. 911 models (1972-1989 inclusive) are permitted to install a revised gearshift mechanism – either the WEVO 915 shifter or the 'factory' short-shift mechanism. No others will be permitted.

5.10 Electrics

1. A lighting system, including rear lights, starter and both windscreen wipers to be fully operational and headlights must be operational. 924/944/968 models may remove headlamp operating mechanisms but standard forward facing and operating driving lights must be retained.
2. At least one rear Fog-Lamp must be fitted and be operational as per MSA C(c)69-71.
3. An external circuit breaker (battery cut-off) to C(c)76 must be fitted.
4. No additional or non-standard electronic control systems may be fitted or used, eg. traction control, boost control etc.
5. Non essential wiring may be removed from the standard wiring harness. Bespoke harnesses may not be constructed.
6. Electric drive motors for sunroof, windows, mirrors and rear wipers may be removed. Note: Whilst drive motors may be removed, the driver's window must remain functional and fully operational.
7. The Alternator must be operational, providing an electrical output to the battery at all times.

5.11 Brakes

1. Brakes must be standard for the registered model save that:

- i. Fluid and linings are free.
- ii. Deforming or removal of the brake backing plates to aid cooling is permitted.
- iii. Cooling hoses may be fitted within permitted body panels.
- iv. Flexible hydraulic brake hoses are free.
- v. 'S' Type alloy callipers may be replaced by 'A' Type cast iron callipers maintaining the same bolt spacing.
- vi. The removal of driving lamps and use of openings of same for brake cooling ducts will be permitted – subject to Regs. 5.6.1.3 and 5.10.1.
- vii. 968 models may use M030 'Sport Chassis' and may use solid (non-cross drilled) discs of standard M030 option dimensions.
- viii. All 944 model types must fit standard brakes (excluding manufacturer's options).

5.12 Wheels / Steering

Wheels may be of any make. Subject to width limits set out below, offsets and spacers within the standard bodywork are free (but must comply with MSA Reg. C(b)14 unless supplied by the manufacturer as an option or original equipment item. Rim widths must be standard save that any car may fit rims up to 7J wide, and where standard specification prescribes 7J or 7.5J these may be replaced by 8J rims. Diameter must remain as standard or in accordance with the manufacturer's official U.K. options for the registered model save that:

All four wheels fitted to the car must be of the same diameter.

Class 3 - 911SC must run no rear wheel spacers and use a rear wheel with offset of no more than 100mm measured from the standard mounting face.

Class 4 911's may use 6x15 wheels.

968CS will only be permitted to run with maximum tyre sizes of 225.45.17 front and 255.45.17 rear.

944S2 will be permitted to run with maximum tyre sizes of 245.45.16 front and 245.45.16 rear. Max. wheel width of 8".

911 Carrera 3.2 may use 8x16 front wheels and 9x16 rear wheels, subject to no body modifications being required.

All Boxster models may use maximum wheel/tyre sizes of 7x16 (225.50.16) front and 8x16 (245.45.16) rear and 2.7 ltr models only may use 7x17 (205.50.17) front and 8.5x17 (255.40.17) rear.

964 C2 and 993 models may use 8x17 (205.50.17) front and 9x17 (255.40.17) rear as a maximum.

5.13 Tyres

- 5.13.1 Competitors in Classes 1, 2 and 3 will use Michelin Pilot Sport Cup tyres. A version of this tyre, modified for use in extreme wet conditions will be available. Both tyre types to be supplied by nominated tyre supplier, Protyre Motorsport – Tel: 01782 411001.

Competitors in Class 4 will use Michelin Pilot Sport Cup tyres, no larger than 205.50.15.

- 5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited as is the recutting of the tread pattern.

5.14 Weights

All cars must comply with the minimum weight limits specified in Appendix i to these Regulations. These weights are for the car as presented at post race or post practice scrutineering and include the weight of the driver. Subject to all other Regulations weight distribution is free.

Except where expressly approved otherwise by the Championship Organisers, where ballast is required this shall be added only within the confines of the passenger footwell of the car and must be sealed and fixed in accordance with MSA requirements and in such a manner as to prevent it from becoming a safety hazard in racing conditions. 911 models may carry a maximum 30kg. ballast within the front luggage compartment, subject to the above fixing constraints. Save that for Class 2 & Class 3 911SC if ballast is required a minimum of 25kg must be sited within the passenger footwell and if more than 25kg is being carried anything over 25kg up to the maximum allowed 30kg may be carried in the front luggage compartment. In this instance the spare wheel will be classed as ballast. Location and approximate weight of ballast fitted to all models must be indicated in the space provided on the Championship Registration form.

The Organisers will review the performance of vehicles in the Championship through the season. This may result in the minimum weight being altered for any registered model which appears to have a particular advantage. Such changes will be notified to all competitors by official bulletin.

- iv. Any weighbridge or 'pad' scales used by the Race Organisers at a circuit, which may include that held by the Championship Organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA Regulations A(a)34.
- v. A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

5.15 Fuel Tank / Fuel

- i. The fuel tank must be standard for the registered model save that 'all pre '74 911 may fit K. Jetronic type fuel tank (85 litre). The fuel tank must be in the standard location.
- ii. Only pump fuel as defined in the MSA Technical Regulations on sale to the general public at a retail filling station may be used. Fuel additives to increase octane are prohibited.

5.16 Silencing

- i. Silencing must be 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 93 dB(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.

5.17 Numbers & Championship Decals

- i. At all times competing cars must display black numbers with numerals of at least 23cm high and a stroke 3.8cm wide on a white background measuring not less than 48cm x 33cm in accordance with MSA Reg. C(b) 6. or as defined by the Organisers. Such numbers must be displayed unmodified on the passenger door on each side of the car and on the bonnet.

The Organisers will provide Championship number panels to be displayed at all times to be eligible to compete in the Championship, a charge will be made for additional decal sets.

Competitors must make available space on their vehicle for Sponsors logos as may be specified from time to time. Competitors should ensure that the number plate, in front and rear locations, is fixed in a vertical position and be of standard size such that it may be required to carry supplied sponsor's logo. Competitors must ensure that the screen header is available for Championship sponsor's logo.

- iv. Class identification of each vehicle will be by use of colour incorporation in the Championship sponsor's screen header, this to be carried at all times in unadulterated form and thus must not be trimmed or modified. Colours are as specified in Appendix i.
- v. 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 type face will be permitted.
- vi. Each competitor may be required to wear Championship sponsor's decals / badges on his/her race suit, this is a precondition of qualifying for Championship points.
- vii. Failure to comply with any elements of Regulation 5.18 will result in a loss of Championship points.

5.18 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. The Organisers shall have the right :-

- i. To examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or To retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car they shall make it available for collection by the competitor at least two days prior to the next race in the Championship (unless the car is found to be in breach of these Regulations) and/or To seal the car and its components in such a manner as they may choose and require the competitor at his own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of subsequent testing or eligibility examination.

In the course of any examination pursuant to paragraphs 5.17. i, ii and iii of this Regulation to oversee the stripping by the competitor's nominated mechanic/technician of the engine and any other components of the car. If the engine and components are found to be in compliance of these Regulations the Organisers may (but shall not be obliged to) make a contribution towards the costs of re-assembly.

6. Commercial Undertakings

The following Commercial regulations are contractual between the Entrant and/or Driver and the Organisers and/or promoters and are not considered by MSA. Accordingly the application of these Commercial Regulations by the Organisers and/or promoters will not be subject to the Judicial processes of either the Championship Stewards and/or MSA/MSA.

- i. Entry into the Championship 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 Championship 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 Championship title and associated logo styles may only be used with the prior written approval of the Porsche Club Great Britain .
- iv. The overall race and class winning drivers must attend, as required, for interview and award presentation immediately after each Championship race at the podium. Championship Sponsor's caps must be worn, along with any other Championship sponsor clothing as may be advised in a supplementary bulletin. Prizegivings will take place at the Championship Race Centre approximately 30 minutes after publication of provisional results, the first three in each Class will be required to attend. Attendance at such award ceremonies is mandatory, failure to attend may result in loss of points or awards from the meeting.

6.1 Registration Form

The separate Championship Registration form is part of these Regulations.

7. Appendix I - Eligible vehicles, Classes, Weights, Power, Transmissions -

| Model | Rear Wheel kW | Trans. Loss (kW) | Max. Power (Guide hp +) | Wt (kg) | Kw/Kg | Trans. Type |
|--|-------------------|------------------|-------------------------|---------|-------------|-----------------------------|
| Class 1 - Yellow | | | | | | |
| 3.2 Carrera CS | 140 | 30 | 170 (231) | 1175 | 0.145 | 915/67 – G50/00 |
| 3.2 Carrera SS | 140 | 30 | 170 (231) | 1175 | 0.145 | 915/67 – G50/00 |
| 2.7 Carrera | 125 | 29 | 154 (210) | 1080 | 0.143 | 915/06 |
| 3.6 Carrera (964) | 151 | 33 | 184 (250) | 1300 | 0.142 | G50/03 – G64/00 |
| 968CS | 145 | 31 | 176 (240) | 1255 | 0.140 | G44/00 |
| Boxster 2.7 > 2002 | 131 | 31 | 162 (220) | 1160 | 0.140 | G86/01 |
| Boxster 2.7 2003 > 04 | 137 | 31 | 168 (228) | 1195 | 0.141 | G86/01 |
| 3.6 Carrera (993) | 170 | 33 | 200 (272) | 1405 | 0.142 | TBA |
| Class 2 - Red | | | | | | |
| 924GT | 124 | 30 | 154 (210) | 1115 | 0.138 | G31/03 |
| 911SC | 120 | 29 | 150 (204) | 1165 | 0.129 | 915/62 |
| 928 | 147 | 30 | 177 (240) | 1335 | 0.132 | A22.01 or 02 |
| | | | | | G28/0 or 05 | |
| 2.4 911S | 110 | 29 | 140 (190) | 1065 | 0.131 | 915/02/03 |
| Carrera 3.0 | 117 | 29 | 147 (200) | 1165 | 0.126 | 915/44/61 |
| 944S2 | 124 | 30 | 155 (211) | 1190 | 0.130 | 016R |
| Boxster 2.5 | 119 | 31 | 150 (204) | 1185 | 0.126 | G86/00 |
| Class 3 - Black | | | | | | |
| 2.0 911S | 100 | 25 | 125* (170) | 1070 | 0.117 | 901/13 |
| 924 Turbo | 105 | 25 | 130 (177) | 1130 | 0.115 | G31/01 |
| 2.4 911 E | 96 | 25 | 121 (165) | 1060 | 0.114 | 915/02/03 |
| 2.7 911 S | 104 | 25 | 129 (175) | 1125 | 0.114 | 915/106/43 |
| 911 SC | 107 | 25 | 132 (180) | 1180 | 0.112 | 915/61 |
| 2.7 911 | 96 | 25 | 121 (165) | 1075 | 0.113 | 915/44/60/61 |
| 2.2 911 E | 89 | 25 | 114* (155) | 1050 | 0.108 | 911/01 |
| 944 2.5 | 95 | 25 | 120 (163) | 1190 | 0.101 | 016J |
| 924S | 93 | 25 | 118 (160) | 1180 | 0.100 | 016K/GK |
| 944 2.7 | 96 | 25 | 121 (165) | 1209 | 0.100 | 016J |
| Class 4 – None – All cars to FIA Appendix K regulations | | | | | | |
| 2.0 911 – 1964 >68 - | | | 1010 | | | 901 type - Aluminium casing |
| 356 & 912 | No minimum weight | | | | | |

Note:

1. Vehicle weights include allowance for driver.
2. kW figures are excluding tolerance as Regulation 5.4.9
3. kW figures are as published in Porsche Technical Specifications, except those marked (*), which are calculated at 2003 power figs. (as above +) / 1.364.
4. Guide hp figures (+) are shown for information purposes only. Power test results (Regulation 5.4.9) will be compared with kW figures only.
5. Power for Class 4 cars determined by specification allowed by Appendix K regs.
6. Reference coloured windscreen header - these to be supplied by Organisers.

Appendix ii

Amended 27.06.08

Power test procedure to be used at the championship nominated Rolling Road facility.

Before any testing will commence, the competitor will be required to sign a notice, indemnifying the Porsche Club, its representatives 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, except as stated below.
2. The rolling road equipment will be used to calculate the final power at the rear wheels (Rear Wheel kW). A conversion factor will be applied to this figure (see point 3 below).
3. The intake air temperature will be measured by placing a temperature probe into the aperture where the air is drawn into the intake airfilter housing. These will be used to correct the Rear Wheel kW figure to 'standard'.
4. To the corrected Rear Wheel kW figure will be added the 'Transmission Loss kW' figure shown in the amended Appendix i. Combined these two figures will determine the Total power produced.
5. Prior to the test being run, the following will apply:

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.

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.

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.

Prior to the first test run, the rear tyre pressures will be checked and will be at least 29lbs/inch. If at a lower pressure, they will be increased to this figure.

6. The engine power test results will be measured in kiloWatt.

7. 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'.
8. Power test runs will be conducted with the engine cover open for front engine models and closed for rear engine cars.
9. Power test runs will be carried out in the transmission gear which is closest to direct drive, or 1:1 ratio.
10. 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.
11. 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 Porsche Club Championship 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: Bob Watson Engineering Ltd
Unit 4B Htatch End Industries
Middle Aston, Bicester, Oxon. OX6 3PX
Tel: 01869 340814
e-mail: bobwatsonenginrg@aol.com

Appendix iii

In conjunction with our Eligibility Scrutineer - Terry Cox, in 2009 we will be using a GPS linked Vehicle Performance programme (data logger), for the purposes of scrutineering / information. This monitors the on-track performance of competing cars, against known parameters including rolling-road dynamometer power testing.

The programme has been incorporated by at least one other national championship and some Porsche competitors have installed it for their own purposes. It has been used in the Porsche Club Championship in past seasons.

To ensure this programme is available to all Porsche competitors (as per Porsche Club Championship Reg. 5.4.9 and Porsche Open Reg. 5.17), a 12v lead (with earth return) will 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 power to the data-logger, i.e. the power is cut when the isolator switch is operated !!

Each competitor will be provided with 3Mtr. Length of twin core cable (which may not be shortened) and fitted with a small connection block for connection to the data-logger 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 iv

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

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

Tel: 01827 285666
Fax: 01827 282932

Championship co-ordinator: Steve Kevlin
Porsche Club GB Motorsport Limited
Cornbury House, Cotswold Business Village
Moreton in Marsh, Glos. GL56 0JQ
Tel: 01608 652917,
E-mail: motorsport@porscheclubgb.com

Changes from 2008 Regulations:

- Dates - Confirmed
- Officials - Reg. 1.2.4 - Permanent Clerk of the Course
- Registration - Reg. 1.4.2 – Reistration Fee - £530
- Points - Reg. 1.6.1.i - Pole position point both both of Double Header races
- Reg. 1.6.1.i.vii - Additional point for damage free cars
- Reg. 1.6.1.iii – Angelsey round (April 18/19) additional 20 points for all competitors starting.
- Sporting Regs. - Reg. 2.3.2 - Extension of powers for Championship Stewards
- Statement of 'Blue Book' stance on blocking / overtaking manouvres
- Starts - Reg. 3.6.7 - Grid order for second race determined by second fastest lap recorded in qualifying
- Stops - Reg. 3.7 – Amended in line with MSA requirements.
- Safety Car - Reg. 3.14 – Revisions to Safety Car operation
- Gen. Tech Regs- Reg. 5.4.11 - Competitors accept cost of technical strips
- Interior - Reg. 5.6.1.2 – Clarification of dashboard to be installed
- Exterior - Reg. 5.6.1.3 – Cross reference to Reg. 5.11.vi
- Clarification of spoiler for 993 type
- Engine - Reg. 5.7.2 - Clarification of cam-timing, vario-cam and balance shaft systems to be installed, standard and operational
- Suspension - Reg. 5.8.1.iv - Clarification of rear dampers for 924S, 944 and 968 models
- Transmission - Reg. 5.9.iv - Clarification of quick-shift options allowed for 911 models – 1972-1989 inc.
- Wheels - Reg. 5.12 - Clarification of maximum wheels sizes for 964 / 993 models and correction of tyre size error for 968CS
- Commercial - Reg. 6 - Revised wording to comply with MSA requirements
- Power testing - Appendix I - Revised power requirements – as per Championship Bulletin 01-30/06 of 2008.
- Appendix ii - Power test procedures changed to reflect clarified power test
- Timing Module - Appendix iv – gives contact details for Timing Solutions Limited for supply of Timing Transponder.

29/01/2009

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