



Regulations 2009

Final version @ 03.02.2009

1. SPORTING REGULATIONS 2009 – General

1.1 Title and Jurisdiction:

The Porsche Open 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.

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: Richard Culverhouse CSCC
 Marion Barnaby Porsche Cars GB
 Dale Wells BARC
 Robin Duckitt PCGB

1.3 Competitor Eligibility:

1.3.1 Entry into the Porsche Open 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 Porsche Open 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 £500.00. Made payable to: - PCGB.

1.4.6 Permanent Competition numbers for the Porsche Open will be issued by the Organisers.

1.5 Series Rounds:

The Porsche Open is comprised of a series of dates as listed below. Events marked (+) will combine Porsche Open and the Porsche Club Championship in the same race, but 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. Double Carrera Cup points
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

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:

Porsche Open 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.

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.
- 1.7.3 A 'Driver of the Year' trophy will be presented to the competitor who the organisers feel is the most appropriate

1.7.4 The 'Best placed' competitor (taking account of points scored as per Appendix ii) and who in the Organisers opinion is most deserving, will be awarded a race in one round of the Carrera Cup GB in 2010 (see Appendix ii for scoring criteria). Other awards may be presented, at the discretion of the organisers.

1.7.5 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 Porsche Open 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.
- 3.1.10 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.
- 3.2 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 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 Reg 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 pit lane 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 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:

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 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 Porsche Open into 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 Porsche Open into disrepute, the organisers will be entitled to request that the Porsche Open 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 The Porsche Open is for Competitors participating in Porsche vehicles 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).

Class 1 Vehicles with less than 2.5 Kg/hp.

Class 2 Vehicles between 2.5-3.5 Kg/hp.

Class 3 Vehicles more than 3.5 Kg/hp.

5.2.2 The Organisers reserve the right to invite or decline entries into the Porsche Open.

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 UK/European 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 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 this model type, 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 being re-classified to Class 1. Prohibited modifications to Class 2 GT3 Cup cars include but are not limited to:

- i Use of wider than standard rear spoiler / wing.**
- ii Use of '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

5.3 SAFETY

5.3.1 In respect of all Class 1 cars the provisions of MSA Regulation Section C(c) - Safety Criteria - are an absolute minimum.

5.5 CHASSIS

The chassis must be derived from that of an eligible model with no restriction on modifications. Any vehicle with a 'tube frame' may be allowed into the series, but will automatically be considered a Class 1 vehicle, irrespective of engine power.

5.6 BODYWORK

The bodywork must be derived from that of an eligible model with no restriction on modifications.

5.7 ENGINE

Engines must retain an original Porsche crankcase/cylinder block (other internals are free).

CLASS 2

The regulations below apply to all cars competing in Class 2, with the exception of 911 GT3 Cup cars, see General Technical Requirements & Exceptions Reg. 5.4.8. Only those regulations specifically referring to 911 GT3 Cup cars apply to that model.

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 floor pans including both front and rear bulkheads to be retained including material type.

5.6 BODYWORK

5.6.1 All exterior bodywork is free including material type used. Aerodynamics are free save that the rear spoiler/wing must not be higher than the roof line of the vehicle and the front splitter if fitted should not exceed 15cm forward of the bumper line.

5.6.2 911 GT3 Cup cars may be upgraded to use later (up to 2005 MY) GT3 Cup aerodynamic devices – see Reg. 5.4.8.

5.7 ENGINE

- 5.7.1 An original crankcase/cylinder block shall be retained, modification of these items is free. The original position to be retained save that vertical movement is free within 10cm of original position (in relation to the chassis). All internal parts are free with respect to type size and material used. Induction and exhaust systems are free for normally aspirated engines. Engines with forced induction must retain the original type of fuel injection system and/or engine management system for the registered model, unless expressly approved by the organisers.
- 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.

5.8 SUSPENSION

- 5.8.1 Suspension is free within C(b)11 of MSA Yearbook.
- 5.8.2 911 GT3 Cup cars may be fitted with adjustable dampers.
- 5.8.3 911 GT3 Cup cars must retain original 'rubber' suspension bushes, see Reg. 5.4.8.

5.9 TRANSMISSION

- 5.9.1 Only manufacturer's production based units are permitted. Traction control is NOT permitted, unless fitted by the manufacturer as standard. Otherwise all aspects are free including four-wheel drive. Vehicles originally fitted with 915 type gearbox may replace this with any transmission, save that the engine must remain in the standard position and there must be no electronic link between engine management systems and transmission controls.
- 5.9.2 911 GT3 Cup cars may be fitted with gear ratios from any year of GT3 cup car (996 type).
- 5.9.3 911 GT3 Cup cars may be fitted with sequential gear change, but will run at increased minimum weight, see Reg. 5.15.1.
- 5.9.4 911 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

5.10 ELECTRICS

- 5.10.1 Electrical systems are free within MSA Blue Book.

5.11 BRAKES

- 5.11.1 Brakes for all models, excluding 911 GT3 Cup cars, are free save that carbon fibre components are NOT permitted ('Carbon' pads are allowed).
- 5.11.2 All 911 GT3 Cup cars may be fitted with 'floating' front discs, but must retain original callipers and calliper mounting.

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 and turbo cars in relatively standard form save that with normally aspirated cars the inlet system is free and engine management systems may be modified.
- 5.7.2 944 Turbo models may install an Air Mass Sensor system, subject to compliance with power / weight stipulations in Reg. 5.2.1 and Appendix i.

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 three classes.

5.12 WHEELS

- 5.12.1 Wheels sizes are free save that 911GT3 Cup Cars in Class 2 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 in Class 2 (996) 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.
- iii. Where fitted to a 997 GT3 Cup car, for races of longer than 30 minutes duration, the 282G and 284G tyres MUST not be raced for more than 30 minutes continuous and at least the outside rear tyre should be changed before the 30 minute point. A version of this tyre is available which can be used continuously for 1-Hour races - Front – S8C and Rear – S9C.

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. Lead replacement additives are permitted, but Octane boosters are not. Fuel samples may be taken.

5.15 WEIGHTS

5.15.1. There is no minimum weight in class 1. All other cars must comply with Kg/hp figure shown for the class, except that the following minimum weights Inc. driver will apply under all circumstances.

Class 2

911 GT3 Cup	All years	1310Kg
911 GT3 Cup	With multi-plate clutch	1325Kg
911 GT3 Cup	with sequential gear change	1335Kg

Class 3

964/993 RS/Cup models	1260Kg
964/993 RSR models	1310Kg

Note: 997 type 911 GT3 Cup cars will not compete in Class 2, but will be placed in Class 1, irrespective of how standard the car is.

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 Porsche Open 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 (Porsche Open 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	Up to 2.5 Kg/hp.	
Porsche 935 / Turbo		Porsche GT2
Porsche GT3R/RS		Porsche 911 GT3 Cup (modified) and 997 type
Class 2	Between 2.50-3.50 Kg/hp.	
Porsche 911 RSR		Porsche GT3 Cup
Porsche 964 Turbo / Supercharged		
Class 3	Above 3.50 Kg/hp.	
Porsche 993 Cup / RS		Porsche 2.7 RS
Porsche 964 Cup / RS		Porsche 928 GTS
Porsche 996		Porsche 964/993 RSR – See Reg. 5.15.1

Appendix ii - Additional Award – sponsored by Porsche Cars Great Britain

The driver of the car scoring the greatest number of points in competing rounds during the 2009 season will be awarded a race in one round of the 2010 Carrera Cup GB, in the Porsche Cars Great Britain run, ProAm2 car.

The award is being presented as part of Porsche's continuing support for Porsche Club Motorsport and is intended to offer an additional incentive to drivers to enter and support Porsche Open.

The scoring to determine the winning driver, will be influenced not only by overall results, but by the degree to which a given driver has supported Porsche Open during the 2009 season. So, the less experienced driver on a restricted budget can compete for this award, against those with newer machinery or bigger budgets. Thus, a driver who does not get any race wins, but is consistent over a full season, could score as well as a driver who enters just a couple of events with wins at each.

Note: Porsche Open is not a championship and the results accrued are only used to determine the driver to whom the Carrera Cup GB drive will awarded.

Scoring criteria:

First in Class:	15 points
Second in Class:	14 points
Third in Class:	13 points – down to,
Fifteenth in Class.	1 point

A competitor's final points total will be multiplied by the number of events (not races) competed in. Therefore, a meeting with a single race (usually of longer duration) will be of the same factor as a meeting with two races (Double Header).

Where a competitor enters two cars for an event – e.g. a different car for each race in a Double Header event – all points scored will be counted cumulatively, but the meeting will only count as one event competed in.

Where a car is entered for the single, longer races as a 2-driver entry, both drivers will be eligible for full points. Should it be the case that these drivers finish the season having scored more points than any other competitors, only one of the drivers will be eligible for the drive in the Carrera Cup. It will be for the two drivers to determine between them, which of them will receive the awarded drive.

Appendix iii - 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 Porsche Open 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 Porsche Open 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 Hatch End Industries
Middle Aston
Bicester, Oxon, OX6 3PX
Tel: 01869 340814
e-mail: bobwatsonenginrg@aol.com

Appendix iv - Data Logger

In conjunction with our Eligibility Scrutineer, Terry Cox in 2009 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 Porsche Open 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 - Bill Taylor Memorial Race - Supplementary Regulations

- This race is incorporated within the Porsche Open race which will be run at one-hour duration.
- Single or double driver entries will be accepted.
- Practice will run as two 15-minute sessions with a 5-minute break between the two. First named drivers will compete in session 1, second named drivers in session 2. Any change to this must be notified to the race co-ordinator (Steve Kevlin) before the start of practice.
- The driver nominated to start the race, should be notified to race co-ordinator no later than 60 minutes before the start of the race.
- Single driver entries may drive in either or both qualifying sessions.
- The race will be run for trophies, according to Porsche Open Regulations, plus trophies will be awarded to the first three on handicap and the first three overall. Porsche Open trophies will be awarded one per car. Trophies for first three overall and first three on handicap will be awarded to each driver in the car.
- Handicaps for the Bill Taylor Memorial Race will be calculated based on qualifying times on the day / previous race times / experience of the model type in use. It will be assumed for the purposes of handicaps that for a 2-driver entry, the quickest driver will complete the largest allowed portion of the race, i.e. 40 minutes.
- All driver changes must take place during the middle third of the race (between 20 and 40 minutes after the race start). This period will be indicated as having been reached by visual or audible display at the start/finish line. The driver change may take place in front of any pit garage. Please note: Pit Garages will not be available for competitor use during the weekend.
- All single-driver entries will have a mandatory pit-stop between 20 minutes and 40 minutes after the race start. The car should be driven to a position at the base of the control tower, where it will be held stationary for 35 seconds before being released to rejoin the race.
- Vehicles may not be re-fuelled during the race.

In the event that the Safety Car is called into operation during the race, it will operate according to standard MSA procedures, as per the Porsche Open Regulations. If called into action between 20 and 40 minutes into the race, it will be permissible to make a driver change / mandatory pit-stop during this period.

Note. Above to be read in conjunction with final instructions for the meeting.

Please also note that a proportion of each entry fee (to be notified on race entry forms) will be paid over to the Bill Taylor Memorial Fund.

Appendix vi

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
Fax. 01608 652944
e-mail: motorsport@porscheclubgb.com

Changes from 2008.

- Reg. 1.4.2 - Waiving 'seven day' Registration rule in event of 'Force Majeur'.
- Reg. 1.4.4 - Registration Fee - £530.
- Reg. 1.7.4 - Best placed driver to be awarded a race in the Carrera Cup GB during 2010
- Reg. 3.6 - Starts – brought in line with standard MSA wording.
- Reg. 3.7 - Stops – brought in line with standard MSA wording.
- Reg. 3.12 - Timing modules – contact details for supplier.
- Reg. 5.4.8 - Prohibited Class 2 – 911 GT3 Cup modifications.
- Reg. 5.6.2 - 911 GT3 Cup aerodynamics.
- Reg. 5.8.3 - 911 GT3 Cup suspension bushes.
- Reg. 5.9.4 - 911 GT3 Cup – multi-plate clutch allowed at revised minimum weight.
- Reg. 5.15.1 - 911 GT3 Cup with multi-plate clutch – minimum weight specified.
- Appendix ii - All cars competing for Carrera Cup GB 'Prize Drive'.
- Scoring policy when competing with multiple cars at one event.

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