



Porsche Club
Speed Championship



Regulations 2019 - Draft iii
Revised Class Structure

1.0 SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction:-

The **Porsche Club Speed 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 (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit no: CH2019 /

Speed Status: National 'B'

MSA Championship Grade: 'D'

1.2 Officials:-

1.2.1 Co-ordinator Steve Kevlin and Assistant Co-ordinator - TBC
Porsche Club GB Motorsport Limited
Cornbury House
Cotswold Business Village
Moreton in Marsh, Glos. GL56 0JQ

1.2.2 Eligibility Scrutineer Terry Cox MSA

1.2.3 Stewards Dale Wells BARC
Richard Culverhouse CSCC
James McNaughton Porsche Cars GB

1.3 Competitor Eligibility:-

1.3.1 Entrants must be fully paid up valid membership card holding members of the Porsche Club Great Britain and in possession of a valid 2019 MSA Entrants licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Porsche Club Great Britain, be registered for the Championship and be in possession of valid Competition (National 'B' Non-Race licence) as a minimum.

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

1.3.4 The term 'Production' is used only to identify the requirement for minimum safety equipment in compliance with MSA Regulations S10. relating to production vehicles. To comply with this regulation a vehicle must retain (unmodified) original body panels, full interior trim (inc. passenger seat), except floor mats, original glass and original lighting system. For the purposes of points scoring or classification, these vehicles will be treated no differently to more 'modified' cars. All cars will compete 'head to head' based solely on the Kw / horsepower classification stated in Regulation 3.1. Vehicles which do not comply with the definition of a 'production car' must comply with the appropriate safety regulations and have installed the necessary safety equipment, e.g. roll-cage, fire extinguisher, safety harness, etc. and must comply with MSA Regulations S12.5.1 and S12.5.10.

1.4 Registration:-

1.4.1 All drivers must register as competitors for the Championship by returning the registration form (completed in full) with the registration fee to the co-ordinator at least 7 days prior to the date of the first round being entered. Such registration will only be complete when written acceptance has been issued by the organisers. Incomplete or unsigned forms will be rejected. Accepted registrations will apply only in respect of one competitor in a specified car entered in a specific class. It will not permit the specified competitor to compete in a different car, different class or a different driver to compete in the specified car (so the sharing of a car is permissible, but each driver must submit an individual Championship registration). Only one registration will be accepted per competitor at one time. A change of car will require a fresh registration and points scored will be counted separately for different classes, but accumulated for the same class.

1.4.1.i A change of car will be accepted only once during the season and only at the discretion of the organisers, following written approval of a written request from the competitor. More than one change will not be accepted.

1.4.2 The registration fee is £130.00 – made payable to Porsche Club GB Motorsport.

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 A separate Championship Registration Form is part of these Regulations.

1.5 Championship Rounds;-

The Petro-Canada Lubricants Porsche Club Speed Championship with Pirelli will run at National 'B' status and be contested over 12 rounds, dates as listed below;-

Date	Venue	Organiser	Event
22 April	Croft	D&DMC	Sprint
4 May	Anglesey	MGCC	Sprint
5 May	Anglesey	MGCC	Sprint
8 June	Loton Park	L&DMS	Hillclimb
9 June	Loton Park	L&DMC	Hillclimb
22 June	Prescott	BOC	Hillclimb
23 June	Prescott	BOC	Hillclimb
7 July	Harewood	BARC North West	Hillclimb
3 August	Goodwood	B&HCC	Sprint
24 August	Curborough	BMMC	Sprint
1 Sept.	Three Sisters	L&DMC	Sprint
21 or 22 Sept.	Shelsley Walsh	MAC	Hillclimb

23 Nov. Puckrup Hall Hotel Motorsport Award Presentation

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 Regulations D11.1.3.

1.6 Scoring;-

1.6.1.i Championship points will be awarded on the basis of 20 points for the fastest finisher in the class. Points for positions two, three, four, etc. will be determined by the time gap between their fastest time and that of the class winner.

Example: Where the second placed competitor records a time 0.5 seconds slower than the class winner, second placed points will be $20 - 0.5 = 19.5$ points. If the next competitor's time is a further 0.6 second slower, points for third place would be $20 - 1.1 = 18.9$ points.

After points have been calculated as above, a bonus will be added to all scores on the basis of 0.1 point for each competing car in the class, to a maximum of 5 competitors, e.g. 0.3 points for 3 competitors, 0.4 points for 4 competitors and 0.5 points for 5 competitors or more.

Note: For the purposes of regulation 1.6.1.i. 'competing' will mean a car or competitor that has completed a minimum of one timed practice run for which a time is recorded. The onus is on competitors to advise the organisers if such practice times are not recorded in official results.

1.6.1.ii Championship points will only be awarded to Registered competitors listed as classified finishers in the final results, competing in the car they have Registered for the Championship.

1.6.1.iii A competitor's best eight scores will count towards final Championship points / positions. Save that the best eight scores must include a minimum of two sprint or two hillclimb events, even if this means the discarding of higher points scored, e.g. a competitor's best eight scores cannot consist entirely of hillclimbs. This will not apply if less than eight scores are counting.

1.6.1.iv Competitors who have registered their car as using slick racing tyres will be re-classified upwards by one class, e.g. a Class 4 car registered on slick tyres will be competing in Class 3, a Class 3 car would move to Class 2 and a Class 2 car would move to Class 1. No other time penalties will apply to these cars.

1.6.1.v Cars which would ordinarily be Class 1, but are registered as using slick tyres will have 2% added to all times for the purpose of calculating Championship points. This ruling will apply to all such cars regardless of whether they are actually using slick or treaded tyres at any individual round (3.13).

1.6.1.vi Once a car is registered as using slick tyres, it cannot be re-registered as using 'road-tyres' during the season.

1.6.1.vii Competitors may use tyres from Section L List 1A or 1B – as shown in the 2019 MSA yearbook. For the purposes of scoring these will be treated equally. Tyres shown in List 1C may be used but they will be treated as 'slick' tyres.

Please note: MSA Reg. J2.1 regarding Log Books may apply.

- 1.6.2 In the event of a Championship place tie, this will be resolved using the following criteria:
1st Number of wins.
2nd Number of place positions.
In the event of a tie after this 'countback' procedure, the position will be decided in favour of the competitor having scored the greatest number of points overall, i.e. at all events contested.
- 1.6.3 In the event of an appeal against the organisers decision on the issue of points, this will be handled in accordance with MSA Regulation C6.5.
- 1.6.4 Where penalties are applied that involve the deduction of points for a meeting, that meeting may be a 'dropped score' in accordance with Reg. 1.6.1.iii., unless specified otherwise by the body applying the penalty, e.g. CoC or MSA.
- 1.6.5 Porsche classes will be amalgamated Classes P1 with M1, P2 with M2, P3 with M3, P4 with M4 for the purpose of scoring points.
- 1.6.6 In the event of Porsche classes being amalgamated by the organising Club of each round, the Championship points will be awarded on class structure, P1/M1, P2/M2, P3/M3, P4/M4.
- 1.6.7 Championship positions will be maintained by the Championship co-ordinator and advised to competitors as soon as practical following each round.

1.7 **Awards;-**

- 1.7.1.i All trophies are to be provided by the Porsche Club GB.
- 1.7.2 Per round, trophies will be issued to 1st, 2nd, and 3rd in each class – where sufficient classified finishers.
- 1.7.2.i Championship overall, trophies will be issued to the overall Champion and to 1st, 2nd, and 3rd in each class subject to 6 registrations for class, less than 6 registrations, awards to 1st and 2nd only.
- 1.7.2.ii Additional awards may be provided at the discretion of the organisers and sponsors, details will be supplied as appropriate.
- 1.7.2.iii Awards given by the organising club at each round will be based on that Club's classified results not on the Championship's scoring system.
- 1.7.2.iv In the event of any provisional results or Championship tables being revised after any provisional presentations and such revisions affect the distribution of any trophies the Competitors concerned must return such trophies to the Porsche Club Great Britain in good condition within 7 days.

2.0 **SPORTING REGULATIONS – JUDICIAL PROCEDURES**

- 2.1 Rounds: These will be in accordance with Section C of the 2019 MSA yearbook.
- 2.2 Championship: These will be in accordance with Section C of the 2019 MSA yearbook.

2.3 **SPORTING REGULATIONS – Championship Meetings and procedures.**

2.3.1 **Entries;-**

- 2.3.1.i Competitors will have despatched to them supplementary Regulations/entry forms from event organisers or will be required to download from their website or enter online.
- 2.3.1.ii Competitors are responsible for sending in, to each individual event organiser, correct and complete entries and entry fees prior to the closing dates for each competing round.
- 2.3.1.iii 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 for entry purposes shall be the date on which the secretary of the meeting receives the missing or corrected information or fee.
- 2.3.1.iv 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.
- 2.3.1.v The maximum entry fee for each round shall be as set out on the entry form for the event being entered.

- 2.3.1.vi Entry fee refunds will be as per the policies of the organising club at each round – as published in their supplementary Regulations for each round.
- 2.3.1.vii Whilst the meeting organisers of each qualifying round will do all they can to admit Championship contenders, registration for the Championship does not guarantee an entry at each round. It is the responsibility of each competitor to make an entry in good time.
- 2.3.1.viii Reserves are to be nominated on the final list of entries published with final instructions or amendment sheet bulletins.

2.4 Briefings;-

The Event Organiser will notify Competitors of the times and locations for all briefings in the final instructions for the meetings. Competitors must attend all relevant briefings.

2.5 Practice;-

The minimum number of 2 practice runs shall be provided unless specifically stated otherwise in the Supplementary Regulations.

2.6 Timing Struts;-

Timing struts are required. The strut shall be finished in matt black over its total area (254mm x 51mm). The bottom of the strut shall be not more than 200mm from the ground and the top not less than 454mm from the ground. No other, or further forward point of the vehicle may interrupt these dimensions or actuate the timing (S10.9).

2.7 CHAMPIONSHIP PENALTIES

2.7.1 Infringements of Technical Regulations:

2.7.1.i Arising from post practice Scrutineering or Judicial Action:
Minimum penalty for event: The provisions of MSA Regulations C3.3.

2.7.1.ii Arising from post competition Scrutineering or Judicial Action:
Minimum penalty for Championship: The provisions of MSA Regulations C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting will invoke the provisions as outlined in Regulation C3.5.1 (c)

2.7.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:
As per 2019 MSA Judicial Procedure Regulations.

3.0 TECHNICAL REGULATIONS

Competing cars must comply with the 2019 MSA Regulations for Sprint and Hillclimb Vehicles (Section S) and these supplementary regulations.

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!

3.1 General Description;-

The Porsche Club Speed Championship is for Competitors participating in Porsche vehicles in the classes in accordance with MSA Regulations. The cars will be classed according to power output as below – Weights including driver are shown in Reg. 3.14. Note: Reg. 1.6.1.iv applies.

Roadgoing Production Cars & Roadgoing Specialist Production Cars (S.11).

P4 up to 212 bhp (164kW)

P3 213 up to 280 bhp (165-209kW)

P2 281 up to 360 bhp (210-268kW)

P1 over 361 bhp (269kW) inc. all Porsche models since 2016 Model Year

Modified Limited Production Cars & Modified Specialist Production Cars (S.12).

M4 up to 212 bhp (164kW)

M3 213 up to 280 bhp (165-209kW)

M2 281 up to 360 bhp (210-268kW)

M1 over 361 bhp (269kW) inc. all Porsche models since 2016 Model Year

For 2019 season, cars that had previously been eligible for P4 / M4 up to 160bhp, will have their recorded times reduced by 2% - see Regulation 3.1.iii

- 3.1.i Competitors must enter the class appropriate to the manufacturers stated BHP / kW figure for the vehicle, or the actual BHP / kW figure for the vehicle, whichever is the greater and as may be permitted under Regulation 3.4.9.
- 3.1.ii Where a car has been 'modified' such that the organisers believe an improvement in engine power / torque may have resulted, they reserve the right to re-classify the car into a higher class.
- 3.1.iii Cars fitted with an additional Supercharger will automatically be moved up one class – Class 4 to Class 3, Class 3 to Class 2 etc..
- 3.1.iv Where a car's standard engine would put it close to, or slightly over the allowed 2018 limit (e.g. 944 in Class 4), the engine and all ancillaries must remain totally standard. Any modification to the engine or any ancillaries (inc. exhaust, intake or Engine ECU) will automatically revoke the 2% reduction offered for 2019 season.
- 3.1.v Where a car's standard engine is close to the 2019 class power limits, e.g. Boxster 2.7 up to 2004 MY in Class 4 - the engine and all ancillaries must remain totally standard. Any modification to the engine or any ancillaries (inc. exhaust, intake or Engine ECU) will cause the car to be re-classified into Class 3.
- 3.1.vi Any incorrect statements discovered at scrutineering or subsequently found may result in the exclusion of the competitor from the event concerned and possibly also the Championship.
- 3.1.vii In considering whether to permit any car to compete the Championship Organisers reserve the right to take into account its appearance and the standard of its presentation (including its interior) and may request the Stewards take action in respect of any car the appearance of which they consider may prejudice the reputation of the Championship or is otherwise not acceptable.

3.3 Safety Requirements;-

References in these Regulations to the MSA Technical Regulations are to those issued for 2019.

- 3.3.1 Vehicles must comply with sections J5.
- 3.3.2 Roll cages:
 - i. Production cars – not mandatory, however if installed shall be in accordance with Section K appendix 2, No.1 and associated drawings as appropriate for the vehicle. Production shall be defined as both that which is 'standard' (1.3.4) for the model specified and that which enables compliance with the R.T.A.
 - ii. Modified production cars – must be in compliance with K appendix 2, No.3.
- 3.3.3 A fire extinguisher, to K3.1.1 is strongly recommended, it is further recommended that cars be fitted with a system to K3.1.3. and that same is securely mounted to the cockpit floor. Extinguishers must be 'armed' whilst competing or practising (and must remain 'armed' until after post practice/event scrutiny).
- 3.3.4 Competition seats are advisable, but not mandatory on production cars. Competition seats must be fixed, using M8 bolts to 8.8 spec. or higher. Note, read in conjunction with K2.2.
- 3.3.5 A safety harness to K2.1.1 is a minimum requirement, but a harness to K2.1.2, K2.1.3 and K2.1.4 is highly recommended for all cars and is mandatory for modified cars.
- 3.3.6 Clean fire-resistant overalls as per K9 must be worn whilst competing or practising and available for inspection at pre-practice scrutiny. A crash helmet as per K10 to current MSA approved standard must be worn during training, practice and competition. Fire resistant balaclava, socks and boots are recommended – but fire-resistant gloves are mandatory in accordance with S9.2.1.
- 3.3.7 The ignition switch must be clearly marked on/off on those vehicles running as production cars. An external circuit breaker to K8 must be fitted on modified cars.

3.4 General Technical Requirements & Exceptions;-

- 3.4.1 Interpretation
 - i. For the purposes of interpretation, the term 'organisers' shall refer throughout this section to the Porsche Club GB, unless specified otherwise.
 - ii. In these Regulations 'standard' shall be in accordance with the MSA requirement – a part, the specification, features, location and method of operation of a part as provided when new by the manufacturer for the model and date of car as shown on the entry form.

- 3.4.2 The Championship organisers or their representatives shall establish the manufacturer's recognised UK 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.
- 3.4.3 The nominated eligibility scrutineer shall report as to whether any item or component is 'standard' for the purpose of these Regulations.
- 3.4.4 All competitors, on registering for the Championship will be deemed to have full knowledge of these Regulations and to have accepted same in full.
- 3.4.5.i Each car must be registered as a specified model (including year of manufacture) and must always and in all respects be standard for such a model except for any modifications expressly permitted by these Regulations.
- 3.4.5.ii **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 UK 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 UK specification or to comply with MSA obligatory safety requirements is permitted. IF IN DOUBT ASK !!**
- 3.4.5.iii 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 in sufficient time to permit a ruling in advance of any meeting at which it intended to compete.
- 3.4.5.iv In the event of any registered competitor protesting the power output of any given vehicle, it will be beholden on that competitor to cover costs incurred in establishing the given output save that in the event that the engine is deemed to have contravened the Regulations such costs will be the responsibility of the competitor whose engine is found in contravention.
- 3.4.9 Tests to establish power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling road equipment nominated by the organisers. A testing tolerance of 2% maximum horsepower will be given, calculated to the nearest integer, compared to the stated figure for the vehicle as registered. The stated tolerance is total and absolute taking account of all other tolerances for test machinery, atmospheric conditions. **Note: This is a testing tolerance, not a target !!** No further allowance will be given.

3.5 Chassis – (Modified):-

The chassis or unitary construction must remain to the manufacturer's original specification in construction and materials within the wheel hub centres. Other chassis modifications are free.

3.6.1 Bodywork – (Modified):-

- 3.6.1 Bodywork may be lightened but the car must remain recognisable as a Porsche of its original type. The silhouette as seen in side elevation must remain unaltered above the wheel hub centres of the original car except for engine cover/bonnet, front wings, boot lid/rear deck and aerodynamic devices. Front spoiler/air dams/splitters are permitted below the level of the road wheel centres up to 15cm beyond the most forward point of the original vehicle. Rear spoilers are permitted in accordance with MSA Reg. S12.5.10. Aerodynamic devices must not extend laterally beyond the vehicles' bodywork. Air intakes and carburettor blisters etc., may be fitted. Wheel arch extensions may be fitted (attention is drawn to J5.17. The standard windscreen will be used in the upright position. Plastic is permitted for side and rear windows. **Note: the term 'spoiler' is used following the manufacturer's (Porsche) terminology for aerodynamic devices. The term 'spoiler' will also be taken to encompass elements that would otherwise be considered as a 'wing', e.g. 924 Carrera GTR and 911 GT3 rear spoilers.**

- 3.6.2 All interior trim and passenger seats may be removed.

3.7 Engine – (Modified):-

Modification and tuning are permitted (subject to Reg. 3.1.i, ii and iii) with no limit save that the original type crankcase/cylinder block type, e.g. Flat six, straight four, Vee-Eight be used in the corresponding chassis and that the engine remains in its original position in the chassis. Induction system is free. Water and oil systems are free but must remain within the periphery of the bodywork. It must be capable of being started from an on-board power source operable by the driver when seated normally. The engine must be equipped with a positive method of throttle closure by means of an external spring, i.e. an extra visible throttle return spring J5.4.2. and J5.4.3.

3.8 **Suspension – (Modified);-**

Suspension modifications are allowed as long as the layout of operation remains unchanged from standard. The suspension pickup points may be repositioned. Additions and modification to springs, shock absorbers and ride height are free. The wheelbase must be to the dimensions of the original vehicle plus or minus 2% or 5cm, whichever is the greater.

3.9 **Transmission – (Modified);-**

3.9.1 All vehicles must use a Porsche production-based unit in the original position for the model. There are no further specific prohibitions.

3.9.2 Transmission and final drive ratios are free.

3.10 **Electrical – (Modified);-**

Alternators and dynamos may be removed. The battery may be repositioned. Electrics are free. Battery earths must be clearly marked in yellow with tape or similar J5.14.1.

3.11 **Brakes – (Modified);-**

3.11.1 Braking systems are free within the limits of Section S10.7.1.

3.12 **Wheels & Steering – (Modified);-**

Wheels are free within the confines of the wheel arches.

Note: Wheel nuts, except those of centre lock type, must be of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited – Section S10.4

3.13 **Tyres – (Modified);-**

3.13.1 Tyres are free subject to 3.13.2.

3.13.2 Any tyre which is other than both a road legal tyre and in road legal condition and of a type as defined in Section L – List 1A and 1B of the MSA Yearbook - will be classed as a slick tyre for the running of this Championship.

3.14 **Vehicle Weight – (Modified and production);-**

The following minimum weights (inc. driver) will apply at all times when the car is in competition. Note: To be read in conjunction with Regulation: 1.6.1.vii.

Class 4	1050Kg
Class 3	1050kg
Class 2	1050kg
Class 1	1050kg

3.15 **Fuel & Fuel System – (Modified);-**

i. Fuel tank must satisfy all safety and construction requirements and be securely located and protected. Tanks may be freely replaced by fuel cells in conformity with current FIA approved standards. Fuel tanks must be situated in the correct position for the specified model or type.

ii. Only pump fuel as defined in the MSA Technical Regulations on sale to the general public at retail filling station may be used. See MSA Reg. Section B - definition of pump fuel.

3.16 **Silencing – (Modified);-**

i. Silencing must be in accordance with MSA J5.17 - J5.18.

Note: When competing at an MSA recognised Race circuit (Anglesey, Castle Combe, and Goodwood) a noise limit of 105dBA may be in force.

3.17 RACE NUMBERS;-

- 3.17.1 Competitor numbers must be displayed on each side of the car but must be removed when travelling to and from the event on public roads. Numbers must be black minimum size 23cm high with stroke 3.8cm wide on a white oblong background measuring not more than 48cm x 33cm and extending at least 5cm beyond the outline of the numbers.
- 3.17.2 Permanent competition numbers for the Championship will not be issued.
- 3.17.3 Competitors must make available space on their vehicle for sponsor's logos as may be specified from time to time. Competitors must also display on each side of the car, the Porsche Club Great Britain Championship decal as supplied by the Organisers.
- 3.17.4 Sponsor's body and sun strip decals **MUST** be correctly displayed to score points in this Championship. **No points will be awarded for rounds where sponsor decals are not displayed.** Sun strip decals are to be fitted to the windscreen of all cars. Competitors may carry additional sponsor logos, which do not conflict with the championship sponsors.

4.0 COMMERCIAL UNDERTAKINGS

- i. The Championship title and associated logo styles may only be used with the prior written approval of the Porsche Club Great Britain.

Appendix i

The nominated power test facility for the Porsche Club Championship and the rolling road on which all official power tests will be carried out, is:

Superchips Limited
Buckingham Industrial Park
Buckingham MK18 1XJ

Tel: 01280 816781

Appendix ii

For the purposes of championship power testing, the same procedure will be used as for the Porsche Club Championship. This will mean that a normal rolling road test will be used, following the procedure defined in Appendix i. To avoid any issues which can arise from the transmission 'coast-down' or transmission loss figures, we stipulate what transmission loss figures will be allowed for each model type.

To determine the 'flywheel' power, which is the figure referred to in the limits set for each class, the rear wheel figure achieved in the test as described in Appendix i, will be added to the stated transmission loss figure shown in Appendix iii. The combined figure, corrected for atmospheric conditions, will be the actual figure measured. It is this figure that will determine whether the car complies with the power limits set for each class. Note: The testing tolerance stated in Reg. 3.4.9 will be applied.

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 air filter housing. These will be used to correct the Rear Wheel kW figure to 'standard'.
4. 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.

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. Power test runs will be carried out in the transmission gear which is closest to direct drive, or 1:1 ratio.
9. 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.
10. The highest power figure measured from the two test runs, will be recorded as the maximum power produced. If 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 Speed 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.

Championship co-ordination: Steve Kevlin / Paul Grainger
Porsche Club GB Motorsport Limited
Cornbury House, Cotswold Business Village
Moreton in Marsh
Glos. GL56 0JQ

Tel: 01608 652917

E-mail: motorsport@porscheclubgb.com

Appendix iii - Guidance on transmission loss allowance by model type

Model	Trans. Loss kW
-------	----------------

Cayman models	33
964 / 993 / 996 / 997 / 991 models	33
3.6 Carrera C2 (993)	33
3.4 Carrera C2 (996)	33
968CS	31
Boxster models	31
928 models	30
3.2 Carrera CS / SS	30
924GT, 944 S2	30
911 1974 - 1984	29
Pre-74 911's	25
944 / 924 models	25

Where a vehicle is fitted with a transmission from another model – the transmission loss will be used appropriate for the transmission in use.

Changes from 2018 Regulations:

- Reg. 1.4.1.i - A change of car will be accepted only once during the season
- Reg. 1.6.1.ii - Points only awarded where Registered Championship car is used
- Reg. 3.1 - Class structure revised Class 4 further revised) – All models from 2016 MY onwards - in Class 1
- Reg. 3.1.iii - Cars fitted with an additional Supercharger will automatically be moved up one class.
- Reg. 3.1.iv - 2% bonus only applies where engine and ancillaries remain standard.
- Reg. 3.1.v - Cars where the standard engine is close to upper power limit for class, must remain standard.

Porsche Club Motorsport is supported by:

