



**Porsche Club**  
Motorsport



**CLASS 1 & 2**

**Inc.**



## 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 Motorsport UK (Motorsport UK) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. **Cars in Class 3 – Porsche Classic Boxster Cup – will run in the Club Championship races, as a separate grid.**

Motorsport UK Championship Permit No: **CH2022 / R109**

Race Status: Interclub

Motorsport UK 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 D11.2

### 1.2 Officials:

1.2.1 Co-Ordinator: Mandy Sear Porsche Club GB - 01608 652911

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

1.2.3 Championship Stewards:

Chris Pruden	Porsche Club GB
James McLaren-Rowe	Porsche Club GB
David Willey	MSVR

(G)2.7. Championship Stewards may only adjudicate on any dispute, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider and request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W)2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 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 2022 Porsche Club Championship and Boxster Cup will be by invitation of the Porsche Club GB - the Organisers.

1.3.1 Entrants must:

- be fully paid-up valid membership card holding members of the Porsche Club GB, and
- be Registered for the Championship and
- be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- be current members of the Porsche Club GB and
- be Registered for the Championship and
- be in possession of valid Competition (Racing licence) Race Inter Club or higher status Licence as a minimum. A licence of no higher grade than Race National status will be allowed within the Porsche Classic Boxster Cup.
- deleted
- deleted

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

**Note: Any driver who holds / has held an International Race licence, has previous professional or 'pro-am' racing experience, or is a paid performance driving instructor or coach will not be eligible to compete in the Porsche Classic Boxster Cup element of the Championship.**

#### 1.4 **Registration:**

1.4.1 All competitors must register for the Championship 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 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 £550 (inc. VAT) Payable to: - Porsche Club GB Motorsport Ltd.**

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

1.4.4 Accepted registrations will apply only in respect of that competitor in a specified car. Competitors cannot compete, unless declared in a different car. The Organisers may accept a registration for a car already registered and raced in the 2022 Championship with another driver. One registration will be accepted per competitor at any one time.

1.4.5 Registrations will be accepted for two drivers to share a car. Only one Registration Fee will be payable. In the case of Porsche Classic Boxster Cup entries with shared drives, the car will score points.

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

#### 1.5 **Championship Rounds:**

1.5.1 The Porsche Club Championship will be run at Club status and contested over 7 rounds as follows (All rounds will include a minimum of 2-races). The Boxster Cup and 911 Challenge are contested over 7 rounds as follows at Club status (All rounds will include a minimum of 2-races unless notified accordingly). All events will include the Porsche Classic Boxster Cup combined in the same races as the 911 Challenge. These dates are now confirmed.

Date	Venue	Club	Race Format
2 April	Donington Park	MSVR	2 x 25-Minute races
30 April	Brands Hatch GP	MSVR	2 x 25-Minute races
18 June	Snetterton 300	MSVR	2 x 25-Minute races
9 July	Oulton Park	MSVR	2 x 25-Minute races
30 July	Silverstone GP	MSVR	2 x 25-Minute races
17 Sept.	Brands Hatch Indy	MSVR	2 x 25-Minute races
29 October	Donington	MSVR	2 x 25-Minute races

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 Motorsport UK Regulation D11.2.

In the event of a race meeting being abandoned for reasons outside the Championship Organiser's control, the abandoned round may not be rescheduled. In the event fewer than five rounds are able to be completed the Championship status will be null and void.

#### 1.6 **Scoring:**

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

1st 25, 2nd 21, 3rd 18, 4th 16, 5th 15, 6th 14, 7th 13, 8th 12, 9th 11, 10th 10, 11th 9, 12th 8, 13th 7, 14th 6, 15th 5, 16th 4, 17th 3, 18th 2, 19th 1, 20th on 0.

1.6.1. i in addition points will be awarded to all competitors who practice and come under starters orders, i.e., actually get to the grid (including race 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 10, i.e., 10 starters or more 10 bonus points (per competitor), 9 starters 9 bonus points, 8 starters 8 bonus points, etc.

- vi Competitors sharing cars will count only points scored by them, towards the championship. Points will not be shared or accumulated excepting Porsche Classic Boxster Cup cars in Class 3, where the car will score the points – with Registered Drivers only.
- 1.6.1.iii In the event of a multi-Race format, full place, bonus points and fastest lap will be awarded for each race. The point for entry before closing date and for 'no damage' will be awarded for the first race started.
- 1.6.2 i to determine the final Championship points total a driver will count his/her total number of points scored from a maximum of 12 races.
- 1.6.2. ii Cars competing for the Porsche Classic Boxster Cup cannot win the Porsche Club Championship overall.
- 1.6.2.iii 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.
- 1.6.2. iv at the final Championship round a 10-point bonus will be awarded to all competitors who practice and start the race. If a Multi Header format the bonus will apply to each race.
- 1.6.3 Ties will be resolved using the formula in W1.3.4 in the 2022 Motorsport UK Yearbook.
- 1.6.4 Where a race distance has been reduced (2.6.) it shall still count as a full point scoring round.
- 1.6.5 Cancelled.
- 1.7 Awards:**
- 1.7.1 All awards are to be provided by PCGB.
- 1.7.2 Per round, trophies will be issued to 1st, 2nd and 3rd in each class. In the event of a Multi Header format, trophies will be issued to 1st, 2nd, and 3rd in each class for each race.
- 1.7.3. i 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 in Class 1 or Class 2.
- 1.7.3. ii Additional 'Year-End' trophies will also be awarded for the Porsche Classic Boxster Cup competitors – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>.
- 1.7.4 Trophies will 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 Reg. 3.10 ii.
- 1.7.5 Entertainment Tax Liability:  
There will be no prize money or bonuses.
- 1.7.6 Title to all Trophies  
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.
- 1.7.7 A 'Team Trophy' will be presented at the Motorsport Award Dinner, to the 'Team', inc. Porsche Classic Boxster Cup teams, whose nominated competitors (Best two of a Maximum of 4 nominated competitors) cumulatively score the most points over the course of the season (including scores dropped by competitors in their qualifying championship total). Competitors must be nominated by the Team at the start of the season, using an official nomination form that is part of these Regulations. Changes of nominated competitors will only be allowed following written agreement of the organisers. Note: Motorsport UK Reg. D7.1.12 applies. Note: Motorsport UK Reg. D7.1.12 applies.

## 2. Championship Event Meetings & Race Procedures.

### 2.1 Entries:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 False or non-compliant entries will not be accepted (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 Meeting Organiser receives missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- 2.1.4 The Entry Fee for each event round shall be specified in the SR's and on the Entry Form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

## **2.2 Briefings:**

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

## **2.3 Qualification Practice:**

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (General Regulations Q12.4.1)

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 shall 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.

## **2.4 Races:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.15. (1.6.4 above applies).

## **2.5 Starts:**

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing start. The minimum Countdown procedures / audible warnings sequence shall be:
  - i 1 minute to start Green Flag / Pace Lap – Start Engines / Clear Grid.
  - ii 30 Seconds – Visible and audible warning for start of Green Fla / Pace Lap.
  - iii A five second board will be used to indicate that the grid is complete.
  - iv the red lights will be switched on five seconds after the board is withdrawn

Two by two grids (subject to track licence stipulations) and standing starts will be used for all Championship rounds.

- 2.5.3 Any car 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 start-line or pitlane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation (Q) 12.11.2 In addition any driver 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.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

## **2.6 Session Red Flag:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED FLAGS will be displayed at the Start line and at all marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds maintaining track position, to slow to a safe and reasonable pace and to return to the pit-lane during practice and to the starting grid area during a race. Unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during red flag period must take any restart from the pit exit.

## **2.7 Pits, Paddock & Pitlane safety**

- 2.7.1 Pits & Paddock Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are always complied with.
- 2.7.2 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 respect the pit lane speed limits.
- 2.7.3 Refuelling May only be carried out in accordance with the General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SR's or Final Instructions issued for each circuit / meeting.
- 2.7.4 Speed limit Pit Lane Speed Limit will be as defined in the SR's or Final Instructions for each circuit / meeting.

## **2.8 Race Finishes –**

After taking the Chequered Flag, drivers are required to:

- i progressively and safely slow down
- ii remain behind any competitors ahead of them
- iii return to the Pit Lane Entrance / Paddock Entrance as instructed
- iv comply with any directions given by Marshals or Officials
- v keep their helmets on and harnesses done up while on the circuit or in the pitlane

## **2.9 Results**

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 (General Regulation (D) 26.3).

## **2.10 Timing modules**

All competitors will be required to install Electronic Self Identification Timing Modules (Timing Transponder) – see Appendix iv for contact details of supplier.

## **2.11 Qualification Races.**

If any event is oversubscribed the Organising Club may operate a reserve list.

## **2.12 Operation of Safety Car**

The Safety Car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

## **2.13 Onboard Cameras**

The use of onboard cameras is mandatory, cameras should be facing forward and include the driver's hands to be positioned to show drivers hands. The onboard footage will be requested by the organisers for possible inclusion in any possible TV or website exposure. No cards are to be removed by any team member team unless with the organisers are present or the Parc Ferme red flag has been dropped and the WhatsApp message sent. If the card is removed before this the competitor will be excluded from the race.

- i all cars to have a power source – DTM Connector to power a data collection devise to be advised

## **3 SPECIFIC CHAMPIONSHIP REGULATIONS**

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or

Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

- 3.2
- i. The grid for race 1 will be determined by the competitors best time achieved in any or all sessions.
  - ii. The grid for race 2 will be determined by the competitors second best time achieved in any or all sessions.
  - iii. Where combined in the same races with Class 1 / Class 2, the Porsche Classic Boxster Cup competitors will be formed up in their own grid order – determined by Reg. 3.1.i and 3.1.ii - but starting two clear rows of grid behind the last Class 1 / 2 car..
- 3.2.2 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 2022 Porsche Club Championship or Boxster Cup Championship.

**The following will be the guidelines by which racing will be conducted:**

- i **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.**
- ii **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.**
- iii **Any driver appearing not to make adequate use of his/her 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.**

### 3.3.1 Sporting Regulations - Judicial Procedures.

2.1 Rounds: These will be in accordance with Section C of the 2022 Motorsport UK Yearbook and Section 2 and 4 of these Regulations.

2.2 Championship: These will be in accordance with Section C of the 2022 Motorsport UK Yearbook and Section 2 and 4 of these Regulations..

### 3.3.2 Sporting Disputes

- 3.3.2.1 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 Motorsport UK 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 Motorsport UK legislated protest or appeal fee. The Stewards judgment will be subject only to the Right of Appeal to the Motorsport UK.

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

### 3.4 Sporting Regulations - Championship Race Meetings & Race Procedures.

#### 3.4.1 Case A – Less than two laps completed by the Race leader.

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

#### 3.4.2 Case B – More than two laps completed by the Race Leader but less than 75%.

The race will restart from a grid set out by the finishing order of part one (as per Q12.15.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 3.4.3 If the leader has completed more than 75% of the race distance or duration it shall not be re-started, and the results will be declared in accordance with Motorsport UK Regulation Q12.15.4. unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

### 3.5 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.

## 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 Motorsport UK Regulations C3.3

4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK 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 are to invoke the provisions of Regulation C3.5.1.(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 be in accordance with Motorsport UK Yearbook 2022, Article 13 payable to Motorsport UK.

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 Motorsport UK Reg. C71.

4.2 Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the Championship: As per 2022 Motorsport UK 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 Motorsport UK 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 3 – the Porsche Classic Boxster Cup – is for Competitors participating in Porsche 986 Boxster models. Items in these Regulations that relate specifically to Class 3 cars, will be highlighted in Green.

**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.**

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 Motorsport UK Technical Regulations are to those issued for 2022.

- 5.3.1 Vehicles must comply with sections J1, Section J Technical & Q Technical Regulations except Q13.7.1 (in so far as they relate to rear-engine vehicles).
- 5.3.2 The design and fixation of the roll cage is free within the passenger compartment insofar as it must comply with the minimum requirements as shown in Section K 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 Motorsport UK Regulation K1.3.5(b).
  - ii. Cars may have their roll-cage extend through the bulkhead area to the suspension towers front and rear. Such installation MUST be declared on the Championship Registration. No part of the cage may extend past the upper suspension mounts.
- 5.3.3 All roll cages not having certified approval prior to 01.01.95 must seek such certification via a Motorsport UK approved source and such certificate must be available for inspection at scrutineering.
- 5.3.4 Fire extinguishers, to Section K3.1 must be 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 K2.1.2, K2.1.3 or K2.1.4 must be fitted. **Note Motorsport UK regulation Q13.10.2**
- 5.3.6 A Crash Helmet to current Motorsport UK approved standard and clean fire-resistant overalls, balaclava, socks, gloves and boots as per K9 must be worn whilst competing or practising and available for inspection at pre-practice scrutiny.
- 5.3.7 The use of an approved FHR Device (HANS) will be mandatory – see Motorsport UK Reg. K10.4

### 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 with 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.

**Where a car is Registered to compete in the Championship, if it did not start as the model Registered, it must be a faithful replica in all material respects, that includes, engine type (full mechanical and electronic specification), transmission in all respects including gear ratios, Engine management system and control units / harnesses and braking system. Any changes from standard must be declared on the Championship Registration Form and must have written approval of the organisers.**

**The organisers will take steps to seal components on all cars at the first meeting at which the car competes. Such sealing may include, Engine, Transmission, Electronic Control Units, or any other components deemed appropriate by the organisers. Where sealed, the seals must remain intact all season long and may only be removed or broken with the express permission of the Championship Scrutineer. The organisers will advise the organisers of any race meeting which cars are competing with seals installed.**

**Optional manufacturer (Porsche) power upgrades are NOT permitted.**

- 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 another 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 MOTORSPORT UK obligatory safety requirements is permitted.**
- 5.4.7 The Organisers reserve the right to re-inspect vehicles during 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 scrutineer. Such power testing will be carried out using the rolling road equipment or engine dynamometer equipment as detailed in Appendix ii and iii. No further tolerance will be allowed above the figures stated in Appendix i. 'Rounding' of calculations will be affected 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 a data-logger system.
- 5.4.11 The Organisers in the form of the scrutineer, 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 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 rescinded.
- 5.4.13 Cars may be put into Parc Ferme at any time during a Championship race meeting at the request of the scrutineer.
- 5.4.14 Repairs or any other work (including seam welding, bonding, 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.

#### **5.4.15 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. Organisers shall have the right:

- 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 6.18 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 compliant refer to 5.18ii. If they are non-compliant refer to Championship eligibility in the Motorsport UK Blue book.

## 5.5 Chassis

5.5.1 The registered vehicle must have been produced as that specific body style, eg as per VIN, 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 forbidden.

Seam welding is not permitted. Where chassis repairs are necessary after accident damage the standard spot welding may be replaced by stitch welding. Welds must be no longer than 50 mm with a gap of 50mm between welds.

Strengthening and relocation of jacking points is prohibited. The fitting of on-board jacking systems is prohibited. All soluble under seal, rustproofing and sound deadening materials may be removed.

**Class 3 Boxster Cup - The roll cage must be fitted in accordance with the manufacturer's specified instructions and must not be subjected to any additions, deletions, drilling, additional welding or any other modification. Note: For cars being built from scratch a suitable roll-cage is available from Custom-Cages – ref: PB/06C or EMC Motorsport, ref: BOX9867EMCCM**

**Strengthening and relocation of jacking points is prohibited. The fitting of on-board jacking systems is prohibited.**

**The removal, repositioning or adding of metal or Carbon Fibre from the standard body shell is prohibited.**

5.5.2 Each car's Vehicle Identification Number (Chassis) plate shall be clearly visible remaining in its original place as factory supplied 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. The VIN number must be correct for the model type as registered. See Reg. 5.4.1.

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

## 5.6 Bodywork

5.6.1 Taping of bodywork gaps, spoilers or any profiles is prohibited. Body aperture caps and rubber seals 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. No composite bodywork or panels is allowed unless specifically stated in these regulations.

### 5.6.2. Modifications Permitted

5.6.2.i The vehicle must remain as standard except for the following:

5.6.2.2

#### Interior

**All carpets must be removed. Standard dashboards must be retained. Vertical door trim panels must be fitted. All models may fit composite or standard door panels.**

Replacement of driver's seat by a suitably affixed racing seat – to FIA standard – is mandatory. Competitors should pay close attention to the strength and integrity of any seat(s) fitted and the mounting thereof. Fixed mountings supplied by the seat manufacturer are strongly recommended. See Motorsport UK Reg. K2.2.

Passenger seats may be removed, but where they are fitted must be of a design and type appropriate and safe for normal use.

Substitute steering wheels are permitted subject to Motorsport UK Regulations J5.7. The fitting of plates to bolted pedals is permitted.

**Class 3 Boxster Cup - Rubber door, bonnet and boot seals must remain. The standard dashboard must be retained. Minimal trimming / cutting of the dashboard is permitted to allow for roll-cage fitment only. Windscreen washers and handbrake must be retained and be in**

Additional auxiliary instrumentation may be fitted but should not have the capability to alter any engine parameters within the software. All original instrumentation must remain in place and be in working order.

Windscreen washers and handbrake may be removed

All safety airbags and their triggering mechanisms must be removed.

The standard windscreen must be retained in the original position – the use of plastic / polycarbonate side window is permitted (see Motorsport UK Reg. J5.20.8) and recommended in which case the window winding mechanisms and any other internal door components may be removed. It is permitted to use a heated windscreen.

A suitable means of demisting the car must be fitted, ventilation system or heated windscreen.

All parts of the air-conditioning system may be removed.

The central locking system must be removed or rendered inoperative

The spare wheel and Toolkit must be removed.

Standard engine inspection covers (Boxster and Cayman) must remain securely fitted at all times but easily removable for inspection at anytime

### 5.6.2.3

#### Exterior

Number plate mounting brackets must be removed.

Non-visible external trim such as wheel arch linings may be removed.

Standard bonnet and boot catches must be removed and replaced with safety locking pins or clips.

Apertures for driver cooling are permitted

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. If using flexible deflectors as fitted by Porsche as standard / option – these may encroach in the minimum ride-height area – Reg. 5.6.1.5.

Bodywork must be standard for the registered model (including materials) save that composite front wing and bonnet for all models are permitted. All models may remove the headlamps, subject to Regulation 5(2) - standard headlamps are not required as a result but suitable driving lamps must be fitted, fully operable and not blocked out, ie can be used as headlamps. (See Reg. 5.10.1). If headlamps are removed (Class 1 / Class 2 cars only) they must be fitted with suitable and acceptable cover panels.

Class 3 Boxster Cup Bodywork must be standard for the registered model (including materials) Only spoilers standard to the registered model may be fitted.

All models may be fitted with composite bolt on panels, subject to them being of sufficiently high quality and weight (similar to the original)

All Boxster models may compete with the hardtop fitted - this may be produced in lighter than standard materials but must be faithful to the original external appearance - or with no top at all. If racing with no roof, the side windows should be removed completely. If the roof is fitted, the side windows must also be fitted, but may be constructed of polycarbonate type material at least 4mm thick.

Only spoiler's standard to the registered model may be fitted.

996, 997 and Class 2 models may only use the standard 'electric' rear spoiler, but if raised, its position must be fixed in the standard raised position.

All side and rear windows may be replaced by polycarbonate type material (see Motorsport UK Reg. J5.20.8). **Class 3 Boxster must retain glass rear window.**

**Towing eyes must comply with Motorsport UK Regulation Q13.1.3. 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 plain view.**

#### **Modifications prohibited**

**Only original Porsche pattern exterior door mirrors must be fitted for the registered model**

##### **5.6.1.4. Silhouette**

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 - Motorsport UK Regulation Q13.1.2.

#### **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.

- i. Devices limiting engine speed may be adjusted or rendered inoperative.
- ii. Drive belts of engine driven pumps may be disconnected. Air injection pumps may be removed.
- iii. The ignition timing is free – see Reg. 5.7.1.ii
- iv. Carbon fibre clutches are not permitted.
- v. **Models fitted standard with a dual mass flywheel may substitute with a solid flywheel of the same diameter. The clutch lining is free, the pressure plate should be a Porsche production design part, subject to 5(7).1.v.**
- vi. Specific exceptions / allowed modifications for Boxster, Cayman, 996 and 997 models.
- vii. All models may replace the 'early style' oil separator, with the 'later' version, or 'Motorsport' version.
- viii. **All models may install a spacer between the crankcase and the sump plate or an extended sump to increase oil capacity, in which case the pickup pipe may be extended accordingly.**
- ix. Oil sump baffles may be modified.
- x. An oil accumulator may be used, to supply oil under pressure when cornering. If fitted on a 996 model, it may be installed at the rear of the passenger compartment but must be fully 'boxed-in' using appropriate metal panelling.
- xi. An adapter may be fitted replacing the standard oil filter housing to allow for the use of a 'spin-on' oil filter.
- xii. The crankshaft pulley may be replaced by one of a smaller diameter. All other pulleys must remain standard.
- xiii. The cylinder liners may be replaced by liners of a different material but bore and deck height dimensions must remain **Standard dimension Mahle motorsport piston, rings and Carillo conrods may be used as an alternative for reliability. Titanium components are not permitted.**

#### **Class 3 Boxster Cup**

- i. **Carbon fibre clutches are not permitted.**
- ii. **The clutch lining is free, the pressure plate should be a production Porsche part, subject to 5.7.1.v.**
- iii. **Dual mass flywheel with standard clutch pressure plate must be used.**
- iv. **All models may replace the 'early style' oil separator, with the 'later' version, or 'Motorsport' version.**
- v. **All models may install a spacer between the crankcase and the sump plate or an extended sump to increase oil capacity, in which case the pickup pipe may be extended accordingly**
- vi. **Oil sump baffles may be modified.**
- vii. **the cylinder liners may be replaced by liners of a different material, but bore and deck height dimensions must remain standard**
- viii. **It is permissible to change standard bolts to ARP**

## 5.7.2 Prohibited Modifications

**Note – Porsche X51 engines are not permitted. The additional oil scavenge pump which is part of that upgrade is allowed, but not the performance enhancements.**

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. Camshafts must be standard and camshaft timing must be set and remain within manufacturers standard settings. For registered model
- ii. 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.

5.7.3 The engine location must remain standard for the registered model. Engine mountings may be modified or non-standard but must use the original mounting points and locations.

## 5.7.4 Oil / water 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 flow, or fuel cooling are prohibited.
- ii. Cooling for engine / oil systems will not be permitted to pass through the passenger compartment – see Reg. 5.7.1.
  - iv.

## 5.7.5 Induction systems

- ii. Standard design air filter elements **MUST** be retained. Filter boxes and inlet trunking must be complete as manufactured and intact. The opening of additional apertures by removal of air cleaner elements is not permitted. **All** hoses and components must be fitted and fully functioning.
- iii. **Standard induction system must be retained for registered model**

## 5.7.6 Exhaust systems

i An Exhaust system including effective silencer boxes with outlets in original position, but for which internals are free with standard outside diameter tubing and routing for the registered model must be used. Silencing must comply with Motorsport UK Technical Regulation, J5.16.7-J5.17.

ii Exhaust manifolds must be standard for registered model. **986 & 987 Cayman models may modify standard manifolds to accept 200 cell catalytic converters, or use or use aftermarket items, but must have a 200-sports cell catalytic converter installed should the year of the cars manufacture requires a catalytic converter.**

Cars manufactured after 31.12.1999 must have functioning Catalytic converters, catalytic converters can be replaced using a 200-cell minimum option.

## 5.7.7 Ignition systems –

- i Save for exceptions allowed in 5.7.1 iv ignition systems must be standard.
- ii Regulation 5.71.iv will mean that for vehicles with electronic engine management systems the software on the EPROM chip may be modified to allow for the alteration of the ignition or fuel settings on the chip. Save that the adjustments must not include any additional 'hard-wired' components and may only allow for one operating programme on the 'chip'. All other mechanical components must remain standard for the registered model
- iii. The engine management systems (ECU) must remain standard.
- iv. The ECU must be the only system controlling the engine operation.
- v. Standard traction control Systems may be disabled. Add-on or accessory alternatives are not allowed.

## 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 design suspension units must be used in unmodified form and must be retained, save that all models may use plastic or composite bushes to replace standard 'rubber' bushes. Metal bushes and spherical joints may not be used unless specifically allowed in these regulations.
- 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., rose joint fittings/spherical) not provided by the original item.
- iv. Springs are free.
- v. 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. Drop links are free. **Modified anti-roll bars are not allowed.**
- vi. Boxster, Cayman, and 996 / 997 models may use lower suspension arms from the GT3 model or Eibach lower control arms – code: 572610K. Control arms must be fitted to the correct side. Motorsport GT3 parts are not permitted. Track rod and track rod end ball joints must remain standard in all respects without spacers or alternative fittings.
- vii. **Note: Where suspension dampers have canisters within the passenger compartment – containing oil / gas under pressure - these must be securely 'boxed-in' using metal panelling.**
- viii. Adjustable rear tow arms with uniball joints are permitted when using GT3 type lower suspension arms.
- ix. **Non-Standard Rear Subframe braces are not permitted**

### 5.8.2. Top Suspension Mounts

- i. Replacement uniball type front and rear top suspension mountings are permitted.
- ii. Original suspension mount fixing points must be utilised, no modification to the mounting / fixing points are permitted.

### 5.8.3 Prohibited modifications

- i. Use of non-ferrous metals is prohibited in relation to springs.
- ii. Wheelbase must remain standard.

## Class 3 – Boxster Cup Cars

All cars in this class will be required to be fitted with a specified set of springs / dampers produced by JRZ Suspension or Tractive Suspension – The following parts will also be allowed to be used.

**NB Tractive dampers come with the option of Uniball top mounts front and rear the same as JRZ, It is not permitted to mix and match the 2 systems.**

5.8.4 The use of mix and match Uniball top mounts is prohibited.

5.8.5 Front and rear anti-roll bars may be fitted provided it can replace the standard item using all mountings as originally intended by the manufacturer. Drop links must be standard. **Modified anti-roll bars are not allowed.**

5.8.6 All bushes must be standard Porsche parts. No Rose-jointed, spherical bearings or polyurethane bushes are permitted unless stated in these regulations

5.8.7 A front strut brace is not permitted.

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. Drop links are free. **Modified anti-roll bars are not allowed**

## 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. Transmission mounts may be modified or non-standard but must use the original mounting points and locations.

- v. Boxster Cup Cars It is prohibited to have any form of locking or torque biasing differential
- vi. Boxster Cup Cars Transmission mounts must be standard as 5.7.3.
- vi. Boxster Cup Cars Transmissions must remain standard.

## 5.10 Electrics

- i. A lighting system, including rear lights, starter, and windscreen wipers to be fully operational and headlights must be operational. Standard forward facing and operating driving lights must be retained. (See Reg. 5.6.1.3)
- ii. At least one rear Fog-Lamp must be fitted and be operational as per Motorsport UK K5.
- iii. A rear warning lamp (rain light) to Motorsport UK Regulation is mandatory as per Motorsport UK K5
- iv. **A High-Level brake light must be always fitted and be operational. Where appropriate this should be a factory original item.**
- v. An external circuit breaker (battery cut-off) to K8 must be fitted.
- vi. No additional or non-standard electronic control systems may be fitted or used, e.g., traction control, boost control etc. Where fitted as factory standard or option traction control may be used but only in standard form, with standard control software.
- vii. Non-essential wiring may be removed from the standard wiring harness (but is not advised). Bespoke harnesses may not be constructed.
- viii. Electric drive motors for sunroof, windows, mirrors, and rear wipers may be removed.
- ix. The Alternator must be operational, always providing an electrical output to the battery.

## 5.11 Brakes - Brake components must be standard for the registered model save that:

- i. Fluid and linings are free – Ceramic composite brakes are not permitted.
- 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.
- vi. Standard ABS, ABD and ESP as fitted must be fully operational at all times to manufacturer specification.
- vii. Brake ducting is free but the removal of material from chassis or inner body panels is forbidden

## 5.12 Wheels / Steering

- i. 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 Motorsport UK Reg. J5.8.2. unless supplied by the manufacturer as an option or original equipment item. Rim widths and diameters must be as specified below.
- ii. All four wheels fitted to the car must be of the same diameter.
- iii. Boxster 2.5ltr and 2.7ltr models may use maximum wheel/tyre sizes of 8x17 (225/625.17) front and 9x17 (245/620.17) rear, or 8.5 x 18 (235/645.18) front and 10 x 18 (265/645.18) rear.
- iv. Boxster S, Cayman S, 996 C2 and 997 C2S models will use 8.5 x 18 (235/645.18) front and 10 x 18 (265/645.18) rear as a maximum. No wider wheel or tyre may be used.
- v. Standard wheel retaining bolts must be replaced by studs and high-quality steel wheel nuts
- vi. The steering rack must be standard for the model. If fitted the standard power steering components must be standard and fully operational. Cars may be fitted with an alternative electric hydraulic power steering system.
- vii. Boxster Cup Cars The steering rack must be standard for the model. If fitted the standard power steering components must be standard and fully operational

## 5.13 Tyres

- 5.13.1 All Class 1 & 2 Cars will be required to compete on Pirelli slick tyres, as designated below and according to the maximum sizes shown in Regulation 5.12. A version of this tyre is available for use in wet conditions. The slick and wet tyres will be the only tyres that can be used in the championship.

235/645.18  
265/645.18

**Class 3 Boxster Cup Competitors will be required to compete on Pirelli P Zero Trofeo R tyres in specified sizes.as Reg. 5.12. In wet conditions wet weather Pirelli race tyres will be used – 235/645-18 WH / 265/645-18 WH – as per all other models.**

Tyre fitting and technical advice will be provided by Protyre Motorsport at each round. Order and Technical advice contact and details can be found in Appendix vi of these regulations – Porsche Tyre Order Sheet and Pirelli Technical Bulletin. All tyres **MUST** be sourced through Protyre Motorsport – the nominated supplier.



5.13.2. ii Competitors in Class 2 will be limited to a maximum of one set of new tyres every second meeting. Therefore, all tyres must last for at least two qualifying sessions and four races. (See Appendix vi) A new set of tyres will be permitted just for the final Championship round.

5.13.2.iii All competitors in Class 1 will be limited to a maximum of one set of new tyres every race meeting – i.e, tyres must last for at least one qualifying session and 2 races.

5.13.2. iv Competitors will be limited to a maximum of two sets of tyres (4 front and 4 rear) during a season. Additional tyres may only be allowed at the discretion of the organisers in the event of Force Majeure, following a written request from the competitor

5.13.3 The use of tyre heating / heat retention devices, tyre treatments and compounds are prohibited.

Additional tyres may only be allowed at the discretion of the organisers in the event of Force Majeure. **READ Appendix vi**

#### **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 MOTORSPORT UK requirements and in such a manner as to prevent it from becoming a safety hazard in racing conditions. All models may carry a maximum 30kg. ballast within the front luggage compartment, subject to the above fixing constraints. If weight is fitted in the front luggage compartment, the spare wheel will be classed as ballast.

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 to be viewed in conjunction with Regulation 1.3.3.

- i. 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 MOTORSPORT UK Regulations E4.1.
- ii. 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 and fuel pump must be standard for the registered model. The fuel tank must be in the standard location.**
- ii. Only pump fuel as defined in the MOTORSPORT UK 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 MOTORSPORT UK J5.17. 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, i.e., background noise etc., will be as J5.18.

#### **5.17 Numbers & Championship Decals**

- i. The Organisers will provide Championship number panels and numbers to be displayed at all times to be eligible to compete in the Championship, to include a 'race number' to be applied to the windscreen. 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 logos. Competitors must ensure that the screen header is available for Championship sponsor's logo.

- ii. Class identification will be by use of an indicator applied to the side windows, this to be carried at all times in unadulterated form and thus must not be trimmed or modified.
- v. Each car may carry on the windscreen the surname of competing driver in white lettering.
- 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.
- iii. Failure to comply with any elements of Regulation 5.17 **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.
- ii. During 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 Motorsport UK. 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 MOTORSPORT UK/MSC.

- 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. Prizegiving's 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.

#### **6.2 Team drivers**

The separate Team Drivers Nomination Form is part of the Regulations.

Competitors must display in unaltered form on the outside of their cars such championship sponsors and organisers' decals and / or stickers as the organiser may supply. A separate size and position guide will be issued.

#### Appendix i - Eligible vehicles, Classes, Weights, Power.

Model	Max. Allowed Rear Wheel Power – (kW) *	Nominal. Power (Guide hp +)	Min. Wt (kg)
<b>Class 1</b>	<b>A</b>	<b>B</b>	<b>C</b>
3.4 Cayman S 2005>08	<b>197</b>	221 (300)	1295
3.4 Carrera C2 (996) >2000	<b>197</b>	221 (300)	1295
3.6 Carrera C2 (996) 2001 >	<b>209</b>	232 (320)	1365
3.8 Carrera S C2 (997) 2004 >08	<b>238</b>	261 (355)	1460
<b>Class 2</b>			
Boxster S 3.2 2005>07	<b>184</b>	206 (280)	1410
Boxster S 3.2 1999>2002	<b>162</b>	185 (252)	1310
Boxster S 3.2 2003>04	<b>168</b>	191 (260)	1330

#### Class 3 – Porsche Classic Boxster Cup on Pirelli P Zero Trophéo R tyres

Boxster S 3.2 1999>2002	<b>162</b>	185 (252)	1350
Boxster S 3.2 2003>04	<b>168</b>	191 (260)	1370

#### Note:

- Column C** - Vehicle weights include allowance for driver.
- Column A** - kW figures (\*) include all testing tolerances – **NO FURTHER TOLERANCE WILL BE ALLOWED**
- kW figures are either as published in Porsche Technical Specifications or are based on Porsche stated hp figures calculated at / 1.364.
- Column B** - Guide hp figures (+) are shown for information purposes only. Power test results (Regulation 5.4.9) will be compared with kW figures in Column A only - **Figures in BOLD above**. Please note point 2 above – **no further tolerance will be allowed**.
- All models listed will be with manual transmission, i.e., no PDK or Tiptronic – except where Regulation 5.2 is applied.

#### Appendix ii

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:

Northampton Motorsport Limited  
52 Rothersthorpe Crescent  
Rothersthorpe Avenue Ind Estate  
Northampton  
NN4 8JD  
Tel: 01604 766624

#### Appendix iii

#### 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.

- 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. 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.

Note: Porsche Club Motorsport reserve the right to randomly remove cars from race meetings throughout the season to Power Test, transport from the circuit at a cost to the club but the competitor responsible for collection from test station.

#### **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

#### **Appendix v**

All tyres to be used in the championship must be obtained through the officially appointed tyre support, as below, proof of purchase may be asked for:

Protyre Motorsport  
Unit 1 Elswick Road  
Fenton Industrial Estate  
Fenton, Stoke on Trent ST4 2SB  
Tel: 01782 411001  
Fax: 01782 411024  
Mobile: Shaun Chetwyn (Motorsport Manager) 07968 307584  
Jason Buckley (Asst. Motorsport Manager) 07973 446063

## Appendix vi

### Tyres – recording use

In accordance with Championship Regulations, cars competing in the championship are limited in the number of tyres permissible during the season. Below are guidelines on how the regulations will be applied.

**Reg.5.13.3**– All competitors in Class 2 will be limited to a maximum of one set of new tyres every second race meeting – i.e., tyres must last for at least two (2) qualifying sessions and four (4) races. Additional tyres may be allowed at the discretion of the organisers in the event of Force Majeure.

**Reg. 5.13.3.-** All competitors in Class 1 will be limited to a maximum of one set of new tyres every race meeting – i.e., tyres must last for at least one qualifying session and 2 races. Additional tyres may be allowed at the discretion of the organisers in the event of Force Majeure.

**5.13.2 iv** Competitors will be limited to a maximum of two sets of tyres (4 front and 4 rear) during a season. Additional tyres may only be allowed at the discretion of the organisers in the event of Force Majeure, following a written request from the competitor

Competitors will be required to complete a Tyre Record Form (to be made available at the first round at which they compete). This will record the 'Bar code' for each of the four tyres being nominated for that meeting.

1. At the beginning of each race weekend, the competitor will be responsible for submitting to the Championship Scrutineer a completed Tyre Record Form.
2. This Tyre Record Form should list the tyres being nominated for use at that meeting.
3. No more than four new tyres may be used within a meeting.
4. If tyres are damaged beyond safe use e.g., flat-spots or puncture, the permission of the scrutineer must be sought and his permission given for alternatives to be used. **Do not dispose of any tyres until inspected and agreed by the scrutineer.**
5. ***The alternative tyres (point 4 above) must be tyres that have previously been nominated by that competitor during this season (with the exception of the first round at which that competitor competes).***
6. If a competitor is continuing to compete on the same tyres as used at a previous meeting, a Tyre Record Form must still be submitted for each round and the tyre 'Bar Code' numbers (or the number applied by the Championship scrutineer) noted. This applies specifically to Class 3 competitors who are allowed to use no more than 2 sets (8 tyres) in the season.
7. The only tyres permissible are (all to be supplied only through Protyre Motorsport):  
Class 1& 2 – Pirelli slick tyres – DH compound / Pirelli Wet tyres – WH compound.
8. The Class 1&2 slicks. Class 1, 2 Wet tyres are not limited in number.
9. No control is placed on the number of tyres used in 'out of competition' testing.
10. Nominated tyres cannot be swapped between other cars in the same team – unless they have satisfied the use requirements above – i.e. well used tyres can be 'passed on'.
11. **Tyres referred to in Reg. 10 above, cannot be passed from cars in Class 2 to Class 1, irrespective of usage.**

**Note:** Where new slick tyres are allowed and nominated for a meeting but are not used due to weather conditions (wet tyres used instead), the nominated slick tyres may be carried forward to the next meeting. If that meeting only allows the use of wet tyres the slicks may be carried forward to the next meeting. It will not be permissible to simply nominate further new sets of slick tyres to be accumulated for use later in the season, or to 'stockpile' new unused slick tyres.

**The purpose of these regulations is to limit tyre usage and therefore costs for all competitors and will be applied accordingly.**

Class 3 Boxster Cup please note - We are in talks with Pirelli for how we will Mark Tyres so some of the above will change.

### Changes from 2021 Regulations: - Highlighted in Yellow

- Reg.1.6.1.vi - Deletion of A further point will be awarded to each competitor who, at the time of starting the meeting, displays no damage to car.
- Reg. 1.6.2. iv - Amendment to bonus starter points in the final round races
- Reg 1.7.7- Added - Team nominations **must** be in by the start first race, using an official nomination form that is part of these Regulations
- Reg. 2.13 - Change to onboard camera requirements
- Reg 2.13 i Added - all cars to have a power source DTM Connector to power a data collection devise to be advised
- Reg 3.1 Added Motorsport UK's Respect Code
- Reg. 5.3.2 iii - Deletion of front engine cars roll cage
- Reg 5.6.1 - Deletion of 'and all light'
- Reg 5.6.2.2 - Carbon Fibre amended to Composite  
Additional Light – Shift lights/ oil pressure gauge amended to instrumentation may be fitted  
Amendment to Windscreen washers and handbrake must be retained  
Amendment to A suitable means of demisting the car must be fitted, ventilation system or heated windscreen
- Reg 5.6.2.3 - Added - Apertures for driver cooling are permitted  
Amendment to Fibreglass changed to Composite  
Amendment - All Boxster models may compete with the hardtop fitted  
Amendment - Lexan changed to polycarbonate  
Amendment - Only original Porsche pattern exterior door mirrors must be fitted for the model registered.
- Reg 5.7.1.vi - Deletion of – and must declare weight, size, and manufacturer  
Specific exceptions / allowed modifications for Boxster, Cayman, 996 and 997 models
- ii Deletion of – allowed Sump – 996 107 988 00, Oil pipe – 996 107 984 02
- vii Standard dimension Mahle motorsport piston, rings and Carillo conrods may be used as an alternative for reliability. Titanium components are not permitted.
- Reg 5.7.5 iii - Amendment Standard induction system must be retained for registered model
- Reg 5.7.1.vii - Deletion of – An oil accumulator may be used, to supply oil under pressure when cornering.
- viii - Deletion of - An adapter may be fitted replacing the standard oil filter housing to allow for the use of a 'spin-on' oil filter
- Reg 5.7.5 iii - Amendment Standard induction system must be retained for registered model
- Reg 5.7.6 Amendment 986 & 987 Cayman models may modify standard manifolds to accept 200 cell catalytic converters, or use or use aftermarket items, but must have a 200-sports cell catalytic converter installed should the year of the cars manufacture requires a catalytic converter.
- Reg 5.8 iii Amendment – added spherical
- Reg 5.8 vi - Amendment - Added 2021 Technical Bulletin 2  
Deletion of Boxster and Cayman models may use 'after-market' rear ant-roll bars  
Boxster, Cayman, and 996 / 997 models may use lower suspension arms from the GT3 model or *Eibach lower control arms – code: 572610K*. Control arms must be fitted to the correct side. Motorsport GT3 parts are not permitted. Track rod and track rod end ball joints must remain standard in all respects without spacers or alternative fittings.
- Reg 5.8.3 iii Deletion of – A front strut brace is not permitted
- Reg 5.11 vii Brake ducting is free but the removal of material from chassis or panel is forbidden
- Reg 5.12 v Amendment - Standard wheel retaining bolts must be replaced by studs and steel wheel nuts must be retained for registered model
- vi Amendment - electric hydraulic power
- Reg 5.15 i Deletion of - save that all pre 74 911 may fit K Jetronic type fuel tank (85 litre)
- Appendix i - Removal of 3.6 Carrera C2 (993)  
Class 1 weights reduced by 20KG  
Class 2 Weights reduced by 40KG



A socially minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK / PCGB Motorsport event in any capacity you agree to follow the values of the Respect Code:

#### The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action or disqualification.

Championship co-ordination: Porsche Club GB Motorsport Limited  
Cornbury House, Cotswold Business Village  
Moreton in Marsh, Glos. GL56 0JQ  
Tel: 01608 652911  
E-mail: [Motorsport@porscheclubgb.com](mailto:Motorsport@porscheclubgb.com)

**PUBLISHED COPY**

A handwritten signature in black ink, appearing to read 'A. Bear'.

21<sup>st</sup> February 2022

Porsche Club Motorsport is supported by:





## Registration Form 2022

### Driver Information:

First Name: .....

Surname:

Address:

Post code: ..... email:

Telephone (Day): ..... Mobile: ..... Fax:

Motorsport UK Licence No. & Grade: ..... Porsche Club Member No.:

(mandatory)

### Preparer Information:

Company Name:: .....

Contact Name:

Company Address:

Post code: ..... Contact email:

Telephone (Day) .....

### Race Car Information:

Exact Model being registered: ..... Model year: .....

Chassis No.: ..... Engine No.: .....

Main body colour/s:/ Livery inspiration:

Please provide photos of the car when available. Email to: [motorsport@porscheclubgb.com](mailto:motorsport@porscheclubgb.com)

Wheel sizes:

Front Dia:

Rear Dia:

Front width:

Rear Width:

Additional information on factory fitted options and/or deviations from the specification of the original car:

.....  
.....  
**Preferred Race Number ? .....**

Please note, we will try to accommodate requests where the number is not already allocated – max. 2-digit numbers

**Motorsport competed in:**

Has the driver taken part in Motorsport competition before this season: Yes / No

If 'Yes' what is the highest grade of licence previously held? .....

If 'Yes' what Motorsport and briefly what results?

.....  
.....  
.....  
.....

**Championship Clothing:**

Please indicate chest measurement to enable any garments to be supplied in the appropriate size:

Small – 36" – 38"      Medium – 38" – 40"      Large – 40" – 42"      XLarge – 42" – 44"      XXLarge – 44" – 46"

**Declaration:**

I confirm that the details given in all sections above are correct. I understand that all questions and sections must be answered.

I have read the 2022 Porsche Club Championship Regulations and I hereby accept and agree to be bound by all such regulations.

Driver Signature: ..... Date: .....

Additional email contact numbers for Team personnel (if not already supplied)

.....  
.....  
.....

**Please include a means of payment of the Championship Registration Form (£550) – cheque or card (No Amex).** Payment can be made by BACS, account details below – please include the requested reference.

Failure to complete all parts of this form fully will render this application invalid.

Bank - Lloyds Bank  
Account Name - Porsche Club GB Motorsport Ltd  
Sort code - 30-95-75  
Account – 01556293  
Reference: Driver name & Championship

**Return this form – with a means of payment - to:**

**Porsche Club GB Motorsport, Cornbury House, Cotswold Business Village  
Moreton in Marsh, Glos. GL56 0JQ**

or email the completed form to: [motorsport@porscheclubgb.com](mailto:motorsport@porscheclubgb.com)

**Internal use:**

Date Received:
----------------

Class:
--------

Alloc. Race Number:
---------------------

Date to scrutineer:
---------------------