



# Porsche Club

Great Britain



# NINEMEISTER®



## 1.0 SPORTING REGULATIONS – GENERAL

### 1.1 Title and Jurisdiction; -

The Porsche Club Speed Championship (the Championship) is organised and administered by the Porsche Club GB Motorsport Ltd in accordance with ~~the General Regulations of~~ Motorsport UK **National Competition Rules** (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations and is for Porsche manufactured cars only.

**Motorsport UK Championship Permit no: CH2025/S054**

Speed Status: InterClub

Motorsport UK Championship Grade: **(C)**

### 1.2 Officials; -

1.2.1 Co-ordinator Simon Wilson

C/O Porsche Club GB Motorsport Limited  
Cornbury House  
Cotswold Business Village  
Moreton in Marsh, Glos. GL56 0JQ

1.2.2 Eligibility Scrutineer: Terry Cox MOTORSport UK

1.2.3 Championship Stewards  
Paul Seagrave PCGB  
Stephen Johnson PCGB  
Mark Hamilton PCGB

### 1.3 Competitor Eligibility; -

1.3.1 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 (RS InterClub) as a minimum.

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

1.3.3 The term 'Road Car' is used only to identify the requirement for minimum safety equipment in compliance with Motorsport UK ~~Regulations class S42~~ **NCR Ch.14 App.4 Art.1.6** relating to road vehicles Series Production. All cars will compete 'head-to-head' based solely on the Kw / horsepower classification stated in Regulation 3.1.

1.3.4 The Road Car category (Series Production class ~~S42~~) (**NCR Ch.14 App.4 Art.1.6**) does not require any additional safety equipment to be fitted, a completely standard showroom car is eligible. But these regulations will allow you to fit additional safety items that are non-performance enhancing such as a driver bucket seat, harness, fire extinguisher, roll cage.

1.3.5 Modified non road legal cars must comply with Motorsport UK ~~Regulations class 13 Modified~~ **NCR Ch.14 App.4 Art.1.7**.

1.3.6 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-~~4~~ **5**).

### 1.4 Registration; -

1.4.1 All drivers must register as competitors for the Championship via the online registration form (**completed in full**) with the registration fee to the co-ordinator. 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/or change to the car will require a fresh registration and points scored will be counted separately for different classes but accumulated for the same class.

- 1.4.2 A change of car will not normally be accepted during the season. Any change will be at the discretion of the organisers, following written approval of a written request from the competitor. More than one change will not be accepted.
- 1.4.3 The registration fee is £130 inc Vat – made payable to Porsche Club GB Motorsport online at [www.porscheclubgb.com/motorsport/hill-and-speed/regulations](http://www.porscheclubgb.com/motorsport/hill-and-speed/regulations)
- 1.4.4 Registrations will be accepted from publication of these Regulations. Registrations will close on **March 7<sup>th</sup> 2025**.
- 1.4.5 The total number accepted may be restricted at the discretion of the organisers **and applications declined in order to manage the total number and spread across championship classes.**

#### 1.5 **Championship Rounds; -**

Porsche Club Speed Championship with NINEMEISTER will run at Interclub status and be contested over 14 rounds, dates as listed below: -

Date	Venue	Organiser	Event
March 29th	Cadwell Park	BARC Midlands	Sprint
April 19th	Curborough	MAC	Sprint
April 26th	Mallory Park	Bentley Drivers Club	Sprint
May 17th	Loton Park	Hagley & District LCC	Hillclimb
May 18th	Loton Park	Hagley & District LCC	Hillclimb
June 14th	Gurston Down	Gurston Down	Hillclimb
June 15th	Gurston Down	Gurston Down	Hillclimb
June 28th	Prescott	Prescott	Hillclimb
July 8 <sup>th</sup>	Harewood	Harewood	Hillclimb
July 26 <sup>th</sup>	Castle Combe	Bristol MC	Sprint
August 2nd	Goodwood	Brighton&Hove MC	Sprint
August 23rd	Snetterton	BARC Midlands	Sprint
August 24 <sup>th</sup>	Snetterton	BARC Midlands	Sprint
September 13 <sup>th</sup>	Shelsley Walsh	MAC	Hillclimb

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 **Regulations D11.2 and S1.1.4 NCR CH.3 App.10 Art 4.1D and Ch.14 App.1 Art.1.8.**

- 1.5.1 As part of the registration process drivers are required to indicate those rounds, they plan to compete in. This does not restrict those drivers to the list declared but is to be used to help plan entry numbers at events.

#### 1.6 **Scoring; -**

Registered competitors will be eligible to compete in and score points in all rounds.

The competitor scoring the highest number of points in a maximum of 8 events which must consist of at least 2 sprints and 2 Hillclimb will be declared Porsche Club Speed Champion ~~2024~~ **2025** at the year end.

The competitor scoring the highest number of points in their best 6 Hillclimbs will be declared the Hillclimb Trophy winner.

The competitor scoring the highest number of points in their best 6 Sprints will be declared the Sprint Trophy winner

The Boxster (986/987 models only) scoring the highest number of points for best 8 events will be declared the Boxster Challenge winner.

Note: In the event the Porsche Club Speed Champion also has the highest score for 6 Hillclimbs or 6 Sprints the Hillclimb and/or Sprint award is made to the next highest scoring driver in that category.

- 1.6.1 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.

A maximum competitor number points bonus of 0.3 points is available at each round. 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 0.3 points. Hence a driver in a class with 4 or more cars at an event will still only receive the maximum of 0.3 points added to their score. Note: For the purposes of regulation 1.6.1 '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.

- 1.6.2 Championship points will only be awarded to Registered competitors listed as classified finishers of at least 1 competitive timed run (not practice runs) in the final results, competing in the car they have Registered for the Championship.
- 1.6.3 Competitors who have registered their car as using slick racing tyres will be re-classified upwards by one class, e.g., a P4 car registered on slick tyres will be competing in P3, a P3 car would move to P2, P2 car would move to P1 a. Cars competing in P1 running slick / wet weather racing tyres will incur a 2%-time penalty.
- 1.6.4 Fully Standard Road cars **of less than 400hp** will be reclassified downwards by one class. Where a car would be classified as P4 usually it will benefit by 2% time reduction.
- 1.6.5 The definition of Standard Road cars (for the purposes of a drop in class in 1.6.4) is that they must be as they left the factory save those changes listed in 3.2.10. Any other modifications must have been available as an option at the time of manufacture and must be using the Original Equipment Manufacturer (O.E.M.) parts.
- 1.6.6 In the event of a Championship place tie, this will be resolved using the following criteria:
  - 1<sup>st</sup> Number of wins.
  - 2<sup>nd</sup> 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.
- 1.6.7 In the event of an appeal against the organiser's decision on the issue of points, this will be handled in accordance with Motorsport UK **Regulations G6.5 NCR Ch.2 App.5 Art.2.**
- 1.6.8 Where penalties are applied in accordance with the procedures described in **Section C of the Motorsport UK 2024 Yearbook, NCR Ch.2**, that involve the deduction of points for a meeting, that meeting may be a 'dropped score' in accordance with Reg. 1.6 unless specified otherwise by the body applying the penalty, e.g., CoC or **Motorsport UK Championship Stewards.**
- 1.6.9 For the purpose of scoring points. 2% of time achieved will be added to P1 for the use of slick tyres.
- 1.6.10 For the purpose of scoring points 2% of time achieved will be added to the time of any car, of any category or class if using PDK or other non-manual sequential transmissions. **Manual means gearchanges demand the use of a clutch pedal.** The organisers reserve the right to determine if this penalty applies on a case-by-case basis.
- 1.6.11 In the event of Porsche Club Speed Championship classes and/or other Porsche entries being amalgamated by the organising Club of any round, the Championship points will be awarded on our Championship class structure. Non -Championship Porsches will be invisible for points.
- 1.6.12 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 All trophies are to be provided by the Porsche Club GB Motorsport.
- 1.7.2 **Class Awards. In addition to awards for the winners in reg 1.6 for Championship rounds trophies will be issued to 1st, 2nd and 3rd in each class subject to 4 registrations for that class, if less than 4 registrations, awards to 1<sup>st</sup> and 2nd only. Overall Championship class trophies will be awarded to 1<sup>st</sup> and 2<sup>nd</sup> in each class.**
- 1.7.3 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.
- 1.7.4 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 GB Motorsport Ltd 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 2024 Motorsport UK Yearbook~~ NCR Ch.2.
- 2.2 Championship: These will be in accordance with ~~Section C of the 2024 Motorsport UK Yearbook~~ NCR Ch.2.
- 2.3 SPORTING REGULATIONS – Championship Meetings and procedures.**
- 2.3.1 **Entries; -**
- 2.3.2 Competitors will have despatched to them supplementary Regulations/entry forms from event organisers or will be required to download from the organising club's website or enter online.
- 2.3.3 Competitors will be responsible for entering an event via the organising club's website and links to these will be uploaded onto the Porsche Club GB Motorsport website Speed section when confirmed. Drivers are advised to monitor the appropriate web sites of the organising clubs to achieve early acceptance.
- 2.3.4 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 it is advised to submit entries early to ensure acceptance.
- 2.3.5 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.
- 2.3.6 The maximum entry fee for each round shall be as set out on the entry form for the event being entered.
- 2.3.7 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.
- 2.3.8 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.
- 2.4 **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- Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall not be less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing. ~~(S10.10) (NCR Ch.14 App.4 Art.11.1)~~
- 2.7 CHAMPIONSHIP PENALTIES**
- 2.7.1 Infringements of Technical Regulations:
- 2.7.2 Arising from post practice Scrutineering or Judicial Action:  
Minimum penalty for event: The provisions of Motorsport UK ~~Regulations G3.3~~ NCR Ch.2 App.8 Art.2.
- 2.7.3 Arising from post competition Scrutineering or Judicial Action:  
Minimum penalty for Championship: The provisions of Motorsport UK ~~Regulations G3.5.1 (a) and (b)~~ NCR Ch2. App.8 Art.2.
- 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 G3.5.1 (e)~~ NCR Ch2. App8 Art.2.
- 2.7.4 Infringements of non-technical ~~Motorsport UK Regulations~~ National Competition Rules and the Sporting Regulations issued for the Championship:  
As per ~~2024 Motorsport UK Judicial Procedure Regulations~~. NCR Chapter 2.
- 3.0 TECHNICAL REGULATIONS**

Competing cars must comply with the 2025 Motorsport UK ~~Regulations~~ NCR for Sprint and Hillclimb Vehicles (~~Section S~~) (NCR Ch.14) and these supplementary regulations.

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!

### 3.1 General Description; -

The Porsche Club GB Speed Championship is for Competitors participating in Porsche vehicles in the classes in accordance with Motorsport UK ~~Regulations~~ National Competition Rules. The cars will be classed according to the engines' power output as below-

#### Modified Cars (~~S13~~) (NCR Ch.14 App.4 Art.1.7)

#### Road Cars (~~S12~~) (NCR Ch.14 App.4 Art 1.6)

Class	Power
P4	up to 220 bhp (164kW)
P3	220 up to 280 bhp (164-209kW)
P2	281 up to 360 bhp (210-268kW)
P1	over 361 bhp (269kW)

See reg 1.6.5 regarding standard unmodified cars

3.1.2 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.

3.1.3 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.

3.1.4 Cars fitted with an additional Supercharger/turbo charger where one was not fitted as standard will automatically be moved up at least one class or more where in the opinion of the Championship officials the power potential warrants it.

3.1.5 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.

3.1.6 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.

### 3.2 Safety Requirements; -

~~References in these Regulations to the Motorsport UK Technical Regulations are to those issued for 2024. References in these Regulations to the National Competition Rules are those issued for 2025.~~

3.2.1 Vehicles must comply with ~~sections J5~~ NCR Ch.14 App.4 which must be read in conjunction with NCR Ch.7.

3.2.2 Roll cages:

3.2.3 ~~Road cars – not mandatory, however if installed shall be in accordance with Section K appendix 2, No 1~~ NCR Ch.7 App.3 and associated drawings in NCR Ch.7 App.13 as appropriate for the vehicle. Road car shall be defined as both that which is 'standard' (1.3.4) for the model specified and that which enables compliance with the **Road Traffic Act**.

3.2.4 Modified cars – must be in compliance with ~~K appendix 2, No 3~~ NCR Ch.7 App.3 and associated drawings in NCR Ch.7 App.13 as appropriate for the vehicle. Modified cars with lightened doors must have door bars fitted to NCR Ch.7 App.3 Art.12

3.2.5 A fire extinguisher, to ~~K3.4~~ NCR Ch.7 App.6 Art.3 is strongly recommended, it is further recommended that cars be fitted with a system to ~~K3.4.3~~ NCR Ch.7 App.6 Art.1 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).

3.2.6 Competition seats are advisable, except in road cars. Competition seats must be fixed, using M8 bolts to 8.8 spec. or higher. Note, read in conjunction with ~~K2.2~~ NCR Ch.7 App.7

3.2.7 A safety harness to ~~K2.1.1~~ NCR Ch.7 App.7 Art.6 is a minimum requirement, but a harness to ~~K2.1.2, K2.1.3 or K2.1.4~~ NCR Ch.7 App.7 Art.7-10 is mandatory for modified cars.

3.2.8 All competitors must have clean fire-resistant overalls as per ~~K9~~ NCR Ch.9 App.0 Art.3 which must be worn whilst competing or practising and available for inspection at pre-practice scrutiny. A crash helmet as per ~~K10~~ NCR Ch.9 to current Motorsport UK

approved standard must be worn during training, practice and competition. Flame-resistant balaclava, socks and boots are recommended – competitors in modified cars (~~S13~~) (NCR Ch.14 App.4 Art.1.7) are required to wear flame-resistant gloves. (NCR Ch.9 App.0 Art.12.6) for class (~~S12~~) NCR Ch.14 App4 Art.1.6 Road Legal cars they are recommended.

- 3.2.9 The ignition switch must be clearly marked on/off on those vehicles running as Road cars. An external circuit breaker to ~~K8~~ NCR Ch.7 App.5 must be fitted on all modified cars.
- 3.2.10 Standard Road Cars may use alternative wheels as long as they fit within the original body panels without any modification to original vehicle bodywork/chassis. Ride heights may be altered unless requiring changes to the original operation and design of suspension systems. Air filter elements may be changed but fitted within original airbox/induction system. Brake pads/shoes may be of aftermarket materials. Other minor changes, not affecting the performance of the car or reducing weight significantly may be accepted at the organiser's discretion.
- 3.2.11 Road Legal cars must run on 1A\* & 1B\* Tyres – as shown in the ~~2024 Motorsport UK Yearbook~~ 2025 NCR Ch.8 App.4.
- 3.2.12 Once a car is registered as using slick tyres, it cannot be re-registered as using 'road-tyres' during the season.
- 3.2.13 Cars competing on slick tyres are on non-road legal tyres are 'modified' and must be fitted with all appropriate Safety Equipment inc. safety cage, race seat, full harness belts, fire extinguisher and external battery cut-off as required by class ~~S13~~\* NCR Ch.14 App.4 Art.1.7.
- 3.2.14 Modified competitors may use tyres from Section L List 1A or 1B – as shown in the ~~2024 Motorsport UK Yearbook~~ 2025 NCR Ch.8 App.4. 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.
- 3.2.15 Please note: ~~Motorsport UK Reg J2.1~~ NCR Ch.7 App.1 regarding vehicle Logbooks/passport may apply.

### 3.3 General Technical Requirements & Exceptions; -

#### 3.4 Interpretation

- 3.4.1 For the purposes of interpretation, the term 'organisers' shall refer throughout this section to the Porsche Club GB, unless specified otherwise.
- 3.4.2 In these Regulations 'standard' shall be in accordance with the Motorsport UK 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.
- 3.4.3 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.
- 3.4.4 The nominated eligibility scrutineer shall report as to whether any item or component is 'standard' for the purpose of these Regulations.
- 3.4.5 All competitors, on registering for the Championship will be deemed to have full knowledge of these Regulations and to have accepted same in full.
- 3.4.6 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.
- 3.4.7 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 Motorsport UK obligatory safety requirements is permitted. IF IN DOUBT ASK!!
- 3.4.8 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 in sufficient time to permit a ruling in advance of any meeting at which it intended to compete.



- 3.4.9 In the event of any registered competitor protesting the power output or minimum weight 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. **All protests must be put in writing to the Championship Co-Ordinator.**
- 3.4.10 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. See Appendix 2 for power test procedures.
- 3.4.11 Given the mixture of road legal cars driven to events and modified cars transported by trailers it is not practicable to impound a car that is to be power tested. The Speed Championship procedure will be to seal (as effectively as is practicably possible) engine lids, bonnets, covers etc including release catches and ECU access ports/plugs.
- 3.4.12 Drivers of cars sealed will be required to drive the sealed car to the championship nominated rolling road within 5 working days for power testing. Should for any reason the owner of a sealed car need access to areas sealed before the power test this may only be done with a championship official present after which the car will be re-sealed.
- 3.4.13 Where power testing has been required overnight accommodation is authorized. Accommodation should be of value in proposition akin to Travelodge, Premier Inn, IBIS with approval from the Championship organizer. Payment supported by a relevant receipt will be reimbursed by either the Club or the person challenging the power level if power is proven to be within the class limit. If power is outside the class limit the driver of the car will cover the cost of accommodation in addition to the other testing costs.
- 3.4.14 **3.3.4 For road cars none of the modifications below apply save for the previously identified safety equipment (See regulation 1.3.3)**

### 3.5 Chassis; -

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 Bodywork

- 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 Motorsport UK ~~Reg S13.5.10~~ **NCR Ch.14 App.4 Art.15.5.8-15.5.9**. 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~~ **NCR Ch.7 App.2 Art.6.9**). The standard windscreen will be used in the upright position. Plastic is permitted for side and rear windows (~~See Motorsport UK Reg J5.20.8~~) (**See NCR Ch.7 App.2 Art.22.8**) **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 except where a car is competing as a standard road car when all interior trim must be retained – full trim and full carpets, floor mats can be removed.

### 3.7 Engine; -

Modification and tuning are permitted (subject to Reg. 3.1.1, 3.1.2 and 3.1.3) with no limit save that the original type of 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~~ **NCR Ch.7 App.2 Art.8.3 & 8.4.**

### 3.8 Suspension; -

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; -

- 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. See regulation 1.6.10

- 3.9.2 Transmission and final drive ratios are free.



- 3.10 **Electrical -**  
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~~ NCR Ch.7 App.5 Art.1.5.
- 3.11 **Brakes – (Modified); -**  
3.11.1 Braking systems are free.
- 3.12 **Wheels & Steering; -**  
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 S10.5~~ NCR Ch.14 App.4 Art.5.
- 3.13 **Tyres; -**  
3.13.1 Tyres are free subject to Regulation 1.6.3 and Regulation 3.14.2.  
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 Motorsport UK Yearbook~~ NCR Ch.8 App.4 List 1A\* and 1B\* of the Motorsport UK NCRs- will be classed as a slick tyre for the running of this Championship. See Reg 1.6.3
- 3.14 **Vehicle Weight.**  
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: 1.6.7. A 1.5% tolerance (i.e. 15.75kg) will be applied when weighing cars. Note: This is not a target! No further tolerance will apply.
- | Class | Weight |
|-------|--------|
| P4    | 1050Kg |
| P3    | 1050Kg |
| P2    | 1050kg |
| P1    | 1050kg |
- Note for Standard Road cars -these must weigh as per when they left the factory with any variance equating to the for-safety equipment and modifications authorised by the organisers.
- 3.15 **Fuel & Fuel System; -**
- 3.15.1 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.
- 3.15.2 Only ~~Pump Permitted Fuel~~ as defined in the Motorsport UK NCR ~~Technical Regulations~~ on sale to the general public at retail filling station may be used. See Motorsport UK ~~Reg-Section B~~ NCR Ch.8 App.1 definition of ~~pump-fuel~~ Permitted Fuel.
- 3.16 **Silencing.**
- 3.16.1 Silencing must be in accordance with Motorsport UK ~~J5.17-J5.18~~ NCR Ch.7 App.8. and complies with the venue's regulations.  
Note: When competing at a Motorsport UK recognised Race circuit (Anglesey, Castle Combe, Goodwood and Brands Hatch) 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 GB Motorsport Championship decal as supplied by the Organisers, one set will be supplied, further sets can be purchased from our supplier details in Appendix 4
- 3.17.4 Sponsor's body and sun strip decals **MUST** be correctly displayed to score points in this Championship. **NOTE: 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. Road Legal cars must fit the Sun Strip in a way which does not render the car non road legal. Competitors may carry additional sponsor logos, which do not conflict with the championship sponsors.

- 3.17.5 For road cars, supplied sponsor decals (other than the sun strip) can be placed on the race number panels and/or side passenger windows while competing. Road legal car drivers must have removed race numbers and have ensured all windows are unobstructed before exiting event venues onto public roads.

#### 4.0 COMMERCIAL UNDERTAKINGS

The Championship title and associated logo styles may only be used with the prior written approval of the Porsche Club Motorsport

#### Appendix 1 Nominated Power Testing facility

Chipwizards  
Unit 3  
Victoria Way  
Rawtenstall  
BB4 7NY

[wayne@chipwizards.co.uk](mailto:wayne@chipwizards.co.uk)

For the purposes of championship power testing, a normal rolling road test will be used, following the procedure defined in Appendix 2 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 2 will be added to the stated transmission loss figure shown in Appendix 3. 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. 3.4.10 will be applied.

#### Appendix 2 Power Testing Procedure

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 as the temperature in the test cell. This and the measured air-pressure 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 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 / mid-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 3.1), 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. **IF AN ALTERNATIVE ROLLING ROAD IS USED THE LOSS FIGURES BELOW MUST BE APPLIED.**

#### Appendix 3 - Guidance on transmission loss allowance by model type

Model	Trans. Loss kW
Cayman models	33
964 / 993 / 996 / 997 / 991 model <b>or later</b>	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

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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.

#### Appendix 4 Decal Supplier

Additional decals can be purchased direct from:

Leading Edge Graphics  
 1A Second Avenue  
 Bluebridge  
 Halstead  
 CO9 2SU  
 Tel: 01787 474974

#### Appendix 5



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  
29th January 2025

A handwritten signature in black ink, appearing to be 'S. J. S.', is written over a horizontal red line.