

2026 Club & AM Championships



Porsche Club
Motorsport



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1 TITLE & JURISDICTION:

- 1.1 The Porsche Club GB Championship and The Porsche Club GB AM Championship (these Championships as they are both named below with permit numbers) are organised and administered by Porsche Club GB in accordance with the National Competition Rules of Motorsport UK (Motorsport UK) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

Motorsport UK Championship Permit No: **CH2026 / R109 (C)**

Motorsport UK Championship Permit No **CH2026 / R110 (C) AM Championship**

Championship Grade: C

Race Status: Interclub

Motorsport UK Championship Grade: 'C'

- 1.2 This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of the Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

2 CHAMPIONSHIP OFFICIALS:

- 2.1 Championship Co-ordinator: Mandy Sear – Porsche Club Motorsport Ltd – mandy@porscheclubgb.com

- 2.2 The Technical Regulations will be enforced by the Championship's Eligibility Scrutineer, Clive Morse and/or his deputies.

2.3 Championship Stewards:

James McNaughton Porsche GB Motorsport

Mark Hamilton

Andy Stevens

Porsche Club Motorsport Ltd

MSVR

- 2.4 The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

3 COMPETITOR ELIGIBILITY:

- 3.1 Entry into the 2026 Porsche Club Motorsport Championships will be by invitation of the Porsche Club Motorsport Ltd - the Organisers.

- 3.2 Drivers and Entrants/Drivers must:

- be fully paid-up valid membership card holding members of the Porsche Club Great Britain and
- be Registered for the Championship and
- be in possession of a valid Motorsport UK Licence. Competition (Racing licence) Race Club or higher status Licence as a minimum.

- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, **including confirmation of a valid medical certification**, together with their ASN's written consent NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)
- (e) *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teachers and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

3.3 Entrants must

- (a) be fully paid-up valid membership card holding members of the Porsche Club Great Britain and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence.

3.4 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and **as a result receives** any financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. **This Being considered as being a Team** includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall.

- (a) hold a valid Motorsport UK Entrant licence.
- (b) have at least £5 million Public Liability Insurance.
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance.
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect.
- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid suitability check certificate supplied through Motorsport UK.
- (f) ensure that representative(s) and driver coaches attend training/briefing when required**
- (g) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing.
- (h) nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

3.5 It is recommended the Team has:

- (a) a designated team member as a 1st 4 Sport, Level 2 qualified coach.
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from **Motorsport UK**)

3.6 **All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demands of the Officials** ~~when signing on.~~

4 Registration:

- 4.1 All competitors must register for the Championship by completing the online Registration Form (COMPLETED IN FULL) www.porscheclubgb.com/motorsport/race/registration with the Registration Fee to the Co-Ordinator at least fourteen days prior to the date of the first races 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 forms (in any way at all) will be rejected.

The Registration Fee is £680 Payable to: - Porsche Club GB Motorsport Ltd.

- 4.2 Permanent Competition numbers for the Championship will be issued by the Organisers.
- 4.3 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 2026 Championship with another driver. One registration will be accepted per competitor at any one time.
- 4.4 Registrations will be accepted for two drivers to share a car. Only one Registration Fee will be payable., the car will score points.
- 4.5 The 'fourteen day' rule for registration (Reg 4.1) may be waived by the organisers in the event of 'Force Majeure'.
- 4.6 Complete Chassis and Engine numbers must be submitted on registration form for all vehicles, failure to do so will void the registration.

Examples – Engine M96/21/67111938
Chassis - WP0ZZZ98ZYU640100

5 Championship Races:

- 5.1 The Porsche Club Championship will be run at Club status and contested over 7 race meetings as follows (All race meetings will include a minimum of 2-races unless notified accordingly). These dates are confirmed.

Date	Venue	Club	Race Format
11th April	Donington Park GP	MSVR *	2 X 25 Min Races
16 th May	Snetterton 300	MSVR *	2 X 25 Min Races
20 th June	Oulton Park	MSVR *	2 X 25 Min Race
18 th July	Anglesey Coastal	MSVR *	2 X 25 Min Race
1st August	Silverstone GP	MSVR *	2 X 25 Min Races
26th Sept	Donington Park GP	MSVR *	2 X 25 Min Races
10th Oct	Snetterton 300	MSVR *	2 X 25 Min Races

*Subject to valid track licence *

- 5.2 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 NCR 12.2 4.
- 5.3 In the event of a race meeting being abandoned for reasons outside the Championship Organiser's control, the abandoned races may not be rescheduled. In the event fewer than 10 races are able to be completed the Championship status will be null and void.

6 Scoring:

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

1st	25	11th	9
2nd	21	12th	8
3rd	18	13th	7
4th	16	14th	6
5th	15	15th	5
6th	14	16th	4

7th	13	17th	3
8th	12	18th	2
9th	11	19th	1
10th	10	20th	0

6.2 In addition, 1 point 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 19.1 – Case A) as follows:

- 6.2.1 Champ & AM Pole position = 1 point – in the event of a Multi Header format, to be awarded in each race.
- 6.2.2 Champ & AM Fastest lap = 1 point – In the event of a Multi Header format, to be awarded in each race.
- 6.2.3 Joint fastest laps each score 1 point.
- 6.2.4 Entry form received and paid before the closing date = 1 point.
- 6.2.5 Added to each individual competitor's place points will be a bonus equal to the number of starters in the race, 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.
- 6.2.6 Competitors sharing cars will only count points scored by them towards the championships. Points will not be shared or accumulated between Registered Drivers.
- 6.2.7 . 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 will be awarded for the first race started.
- 6.2.8 The drivers best 12 scores will determine their final Championship points total. If a driver enters the Championship after the 4th race of the season, they will not score points.
- 6.2.9 If a driver is disqualified from a race for any reason zero points will be applied. This WILL be counted as one of their 12 best scores. Any points given on licence will be deducted from total points scored. Two or more disqualifications in a season will result in disqualification from the next entered race.
- 6.2.10 Points scored by a competitor in different Championships will be totalled separately towards final placings. A change of car within a championship will be permitted only with the prior consent of the Organisers. Accumulation of points where a driver changes car will be automatic for the same model but may be totalled separately for a different model.
- 6.2.11 At the final Championship races 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.
- 6.2.12 Ties will be resolved using the formula in NCR 4.3.4 in the current Motorsport UK NCR.

6.2.13 Where the race distance has been reduced (8.6.) it shall still count as a full point scoring race **unless these Championship regulations set out a different criteria.**

6.2.14 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors".
- (b) not score points and for the purpose of points scoring will be ignored.
- (c) **Not qualify for Event awards.**
- (d) comply with the eligibility criteria as prescribed in Article.3. above, with the exception of 3.1 (b) and 3.2. (b), as appropriate.
- (e) **All vehicles must comply fully with these technical regulations and must pass eligibility scrutineering.**

6.2.15 Guest competitors will not be accepted for the last 4 races of the season.

7 Awards:

7.1 All awards are to be provided by PCMS.

7.2 Following the races trophies will be awarded to 1st, 2nd and 3rd irrespective of Championship. Trophies will also be awarded to 1st, 2nd and 3rd in Porsche Club Motorsport AM Championship. This will apply to Multi Header format races.

7.3 Championship Overall 'Year-End' trophies will be issued.

7.5 Trophies will be provided for presentation at the end of each race and/or at the end of the meeting presentation ceremony. At the end of each race, Overall race 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.

7.6 Entertainment Tax Liability: There will be no prize money or bonuses.

7.7 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 Motorsport in good condition within 7 days **to allow them to be reallocated**

- A 'Team Trophy' will be presented at the Motorsport Award Dinner, to the 'Winning Team'. To accrue points or any other form of recognition towards an award or title any team sponsor person or other entity must be in possession of a valid Entrant's Licence".

7.8 Teams' entry form must be completed and submitted to the co-ordinator the week before the first round.

7.9 ~~All teams, who's nominated 2 competitors who will cumulatively score the most points over the course of the season~~ **A maximum of four drivers may be nominated to score towards the Team Trophy, but only the two highest scoring drivers will have their points combined to form the score that will be counted** (including scores dropped by the 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. Entrants in CP, AM & Boxster all qualify for the Championship Team Trophy.

8 Championship Event Meetings & Race Procedures.

Entries:

- 8.1 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.
<https://www.porscheclubgb.com/motorsport/race/online-registration>

Closing dates

Friday 2 weeks before for 1 bonus point.

Friday 1 week before for final entry

Entries will not be accepted for the final 2 races unless at least four other races have been entered.

- 8.1.1 False or non-compliant entries will not be accepted (including Driver to be Nominated Entries) and will 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.
- 8.1.2 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR 3.11.1.1L applies.
- 8.1.3 The Entry Fee for each event races shall be specified on the Entry Form.
- 8.1.4 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

8.2 Briefings:

- 8.2.1 Organisers **must** will notify Competitors of the times and locations of all briefings in the Final instructions for the meetings. Competitors must attend all briefings, a fine of £250 will be given to anyone not attending as per NCR Chapter 5 Part A Appendix 5 Art 2.3 h. **Any written briefing is an official Document.**

8.3 Qualification Practice:

- 8.3.1 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.
- 8.3.2 Each driver shall **must** complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify unless they have raced on the layout in the last 24 months
- 8.3.3 Following practice all cars must go direct to the designated Parc Ferme or circuit weighbridge upon leaving the track.
- 8.3.4 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.

- 8.3.5 Note. After qualifying and all races 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 unless requested by an official.
- 8.3.6 If a car is released from Parc Ferme the car is still under Parc Ferme conditions until notification from the co-ordinator via WhatsApp unless extenuating circumstances have been agreed.

8.4 Races:

- 8.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (NCR12.6.9). (1.6.4 above applies).
- 8.4.2 One-way radios for instructions or warnings to be issued by the clerk of the course only as per NCR Chapter 12 App 4 Art 4.12 c are required in all cars. This is mandatory for all qualifying and races, system must be working at all times, a penalty will be issued for non-compliance to be determined by the clerk. Model required IntaRace UHF Race Control Radio Receiver – contact details to purchase contact details to purchase <https://intarace.com/product-category/race-receiver/> discount code PCGB30)
- 8.4.3 It is mandatory for all cars to have a race number displayed on the dashboard. The first one will be supplied in the decal pack, for any replacements please contact Leading Edge.
- 8.4.4 Pit to car and car to pit communication for any reason including telemetry is strictly forbidden. The only communication allowed between pits / team and drivers will be a pit board. Any live data transfer e.g; VBOX etc is for the sole use to watch data / video in the paddock after qualifying or races.

8.5 Starts:

- 8.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 8.5.2 The grid for race 1 will be determined by the competitors best time achieved in any or all sessions.
- 8.5.3 The grid for race 2 will be determined by the competitors second best time achieved in any or all sessions.
- 8.5.4 Where combined in the same races with Porsche Club Motorsport Championship and Porsche Club Motorsport AM Championship and the Porsche Boxster Cup competitors will be formed up in their own grid order but starting two clear rows of grid behind the last Championship car in the following order, Porsche Club Motorsport Championship and Porsche Club Motorsport AM Championship and Boxster Cup
- 8.5.5 The start will be via Standing start. The minimum Countdown procedures / audible warnings sequence shall be
- 1 minute to start Green Flag Lap – Start Engines / Clear Grid.*
 - 30 Seconds – Visible and audible warning for the start of Green Flag.*
 - After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start*
 - A five second board will be used to indicate that the grid is complete.*
 - The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.*

- 8.5.6 Two by two grids (subject to track licence stipulations) and standing starts will be used for all Championship races.
- 8.5.7 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.
- 8.5.8 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation NCR 12.6.6.11. 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.
- 8.5.9 In the event of any starting lights failure the Starter will revert to use of the National Flag.

8.6 Session Red Flag:

- 8.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start line and RED FLAGS AND LIGHTS 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. **Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident, hence supplementing the Light Panels.**
- 8.6.2 Cars should not enter the Pits during the race unless directed to do so and all cars in the pit lane during red flag period must take any restart from the pit exit.

9 Pits, Paddock & Pitlane safety

- 9.1. Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are always complied with.
- 9.1 The outer Pit 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.
- 9.2 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 / **Event meeting.**
- 9.3 Pit Lane Speed Limit 60kph as NCR 12.11.3.4.

10 Race Finishes

- 10.1 After taking the Chequered Flag, drivers are required to:

Progressively and safely slow down.
Remain behind any competitors ahead of them.
Return to the Pit Lane Entrance / Paddock Entrance as instructed.
Comply with any directions given by Marshals or Officials.
Keep their helmets on and harnesses done up while on the circuit or in the pitlane.

11 Results

- 11.1 All practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released

by Scrutineers after Post Practice / Race Scrutineering and / or after completion of any Judicial or Technical Procedures (General Regulation (NCR 3.6.1.4)).

12 Timing modules

12.1 All competitors will be required to install Electronic Self Identification Timing Modules / Timing Transponder – see (Appendix 4) for contact details of supplier.

12.2 Timing Transponders must be working at all times. Any competitor who fails to contact the timekeepers where a transponder issue is noted on any qualifying or race results or is notified by race organisers of an issue, or fails to address any transponder issues, will not be timed in subsequent sessions, will not feature in the results and will not accrue points in that session/race.

13 Qualification Races.

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

14 Operation of Safety Car

14.1 The Safety Car will be brought into operation and run-in accordance with NCR 12.8.2.

15 Onboard Cameras

15.1 The use of onboard cameras is mandatory NCR Ch 7 App 9, 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 unless 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 disqualified from the race.

15.2 **Ch 7 App 9 applies SD cards must be clear at the start of each meeting. Failure to do so and if required for an incident will result in a deduction of 5 points.**

If an SD card is not available or not in the vehicle the result will be disqualification from the race.

If an SD card appears to have a technical fault the competitor must prove what the issue is to avoid DQ

16 Specific Championship Regulations

16.1 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 6**).

16.2 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.

16.3 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 to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

- 16.4 The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and, in that respect.
- 16.5 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 2026 Championship & AM Championship.
- 16.6 The following will be the guidelines by which racing will be conducted:
- 16.6.1 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.
- 16.6.2 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 disqualification from the race. The repetition of such driving even though involuntary, may result in disqualification.
- 16.6.3 Any driver appearing not to make adequate use of their rear-view mirror or driving even unintentionally in a manner which appears consistently to hinder or discourage another Driver seeking to pass, will be reported to the Clerk of the Course and may be halted by display of the Black flag or otherwise penalised.

17 Sporting Regulations - Judicial Procedures.

- 17.1 Races: These will be in accordance with NCR Chapter 2 and Section 2,3 and 4 of these Regulations.
- 17.2 Championship: These will be in accordance with NCR Chapter 2 and Section 2,3 and 4 of these Regulations.

18 Sporting Disputes

- 18.1 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.
- 18.2 Any rule clarifications necessary during the year will be notified in writing to all registered competitors in an Official Bulletin.

19 Sporting Regulations - Championship Race Meetings & Race Procedures.

- 19.1 *Case A – Less than two laps completed by the Race leader.* The Race will be no contest. 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.
- 19.2 *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 (NCR 12.6.9.1b) (1.6.4 above applies). 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.

- 19.3 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 NCR 12.6.9.1e) (1.6.4 above applies). unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

20 Re-Scrutiny:

- 20.1 All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineer before continuing in the races or practice. **This also applies for any eligibility noncompliance issues. CH 5 App 5 Art 2.3 & CH 2 App 8 Art 1.21**

21 Championship Race Penalties.

21.1 Infringements of Technical Regulations:

- 21.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR 2.8.1.20

21.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum penalty: The provisions of NCR ~~2.8.2.3/2.8.2.4~~ **2.8.2.2 a+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 NCR 2.8.2.2c

- 21.1.3 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.

21.2 Removal from a competitor of all or any Championship points claimed by such competitor.

21.3 Disqualification of a car and/or competitor from taking part in the Championship.

21.4 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 25.16 shall be a breach of Regulations.

21.5 Unauthorised breaking of any seals put in place under the provisions of the Regulation 25.2 or for any other purpose shall be a breach of these Regulations.

21.6 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 current NCR Chapter 2 payable to Motorsport UK.

21.7 Any appeal made in accordance with the above shall be determined by the Championship Stewards.

21.8 A competitor may appeal against the decision of the Championship Stewards in accordance with the Motorsport UK *NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.*

21.9 Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the Championship: As per 2026 Motorsport UK Judicial Procedure Regulations, plus:

- 21.9.1 In the event of the competitor having points applied to their licence by a Clerk of Course at any meeting, the same number of points will be deducted from the competitor's championship score.
- 21.9.2 In the event of further instances during the season 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.
- 21.9.3 Competitors who bring the Championship, MSVR or Porsche Club Motorsport or any of its sponsor and suppliers into disrepute through either on or off-track behaviour or verbal statements may be refused entry to the following or any number of subsequent events at the discretion of the Championship Organisers, they will also be reported to the Championship Stewards who will impose a penalty up to and including disqualification from the championship. In this case no refunds will be given for any fees paid.
- 21.9.4 Mentions and posts on any Social Media channels that are of a derogatory nature by competitors that bring the Championship, MSVR or Porsche Club Motorsport or any of its sponsor and suppliers into disrepute will not be tolerated. The Championship Coordinator may report such misuse to the Championship Stewards who will consider penalties provided for in NCR Chapter 2.
- 21.9.5 Driver Standards Points (DSP'S) as a guide to how the system may be used, the following incidents could lead to the driver being subjected to Driver Standard Points.
- (f) Any reprimand = 1 DSP
 - (g) Pit Lane Speeding = 1 DSP
 - (h) Drive through penalty = 2 DSP
 - (i) Causing a collision – 3 DSP
 - (j) Any Offence deemed to be unsafe or not compatible with the Championship standards = 3 DSP
To be issued by the Clerk of the Course at his discretion.
- The number of DSP's will be recorded against each driver and remain with that driver for the duration of the race season. For avoidance of doubt, they will be communicated at the drivers briefing at each round.

The following penalties will apply to drivers accumulating DSP's.

- For 3 DSP's the driver will receive a +5- place grid penalty for the car they are driving at the next Championship race the driver competes in.
- For 6 DSP's the driver will receive a +10- place grid penalty for the car they are driving at the next Championship race the driver competes in.
- For 9 DSP's the driver will receive a +5- place grid penalty PLUS deduction of 20 Championship points.
- For 12 DSP's the driver will receive a +10- place grid penalty PLUS deduction of 50 Championship points

This is to give the clearest indication that drivers who continually become involved in incidents across the year will face the most penalties and those penalties will multiply.

Continued incurrance of DSP's may result in points scored by that driver being removed from the Championship.

Please see Appendix 11 for a Table of Penalties developed in line with the Judicial Procedures.

TECHNICAL REGULATIONS

22 Introduction

- 22.1 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.
- 22.2 For the purposes of interpretation, the term 'Organisers' shall refer throughout these Regulations to the Porsche Club Motorsport Ltd, unless specified otherwise.
- 22.3 In these regulations 'original', 'standard' or 'standard OE' shall mean in accordance in all respects (whether as to shape, size, material, manner of construction or otherwise) to the manufacturer's recognised U.K supplied specification for the model or item in respect of which the expression is used. An 'original', 'standard' or 'standard OE' part, is a part, the specification, features, location, and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of car as shown on the entry form.
- 22.4 A standard 'Pattern Part'. Is a replacement part that has ~~similar~~ identical form shape and features as the standard part and is made using ~~similar~~ the same materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

23 General Description

- 23.1 The Porsche Club Motorsport Championship and Porsche Club Motorsport AM Championship – is for Competitors participating in modified production vehicles as listed in Appendix 1.
- 23.2 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.
- 23.3 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.

24 Safety Requirements

- 24.1 References in these regulations to the current NCR of Motorsport UK Technical Regulations.
- 24.2 Vehicles must comply with sections NCR Chapters 7, 8 & 12 Technical Regulations.
- 24.3 The design and fixation of the roll cage with the minimum requirements as shown in Motorsport UK NCR Ch 7 App 13 Safety Cage Drawing 18 is mandatory.-Roll cage padding to FIA Standard 8857-2001 (and shown in FIA Technical List 23) must be fitted in the area of the driver's helmet.
- 24.4 Door bars are mandatory as per Motorsport UK Regulation NCR Chapter 7 App3 Art 12
- 24.5 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.

- 24.6 A driver's door net (driver's window) is mandatory. Racing nets to FIA Standard 8863-2013 (and shown in FIA list 48) must be installed in accordance with manufacturer's installation instructions.
- 24.7 A plumbed in fire extinguisher, as per NCR Chapter 7 App 6 Art 1. The system must be serviced and be in date.
- 24.7.1 The homologation number of the extinguisher system fitted to the car must be registered with the Championship on registration. This is the number "EXxxxx" or "FSxxxx" as found on the fire extinguisher bottle, (Where XXXX are the numbers)
- 24.8 A Safety Harness is mandatory and must be fitted to Motorsport UK NCR Chapter 7 App 7.
- 24.9 A Crash Helmet to current Motorsport UK approved standard and clean fire-resistant overalls, balaclava, socks, gloves, and boots as per NCR Chapter 9 must be worn whilst competing or practising and available for inspection at pre-practice scrutiny.
- 24.10 The use of an approved FHR Device (HANS) is mandatory – see Motorsport UK NCR Chapter 9 Art 10

25 General Technical Requirements & Exceptions

- 25.1 The registered vehicle must have been produced as that specific body, as per VIN. The inclusion of body/chassis parts which are not appropriate to the registered body is forbidden.
- 25.2 The organisers reserve the right to seal any components at any time during the season, 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.
- 25.3 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, components or pictures which the Organisers consider accord with such specification or in another manner which the Organisers shall consider appropriate.
- 25.4 The Organisers or their appointed representative shall be the sole arbiters and any finding of the Organiser as to whether any item or component is 'standard OE' or standard pattern relevant' for the purpose of these regulations shall be a finding of fact.
- 25.5 Competitors, shall on registering for the series, be deemed to have full knowledge of these regulations and to have accepted the same in full.
- 25.6 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.
- 25.7 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 U.K specification is prohibited. Similarly, only welding or repairing material or the fitting of the manufacturer's standard OE or standard pattern replacement parts for the sole purpose in every respect of maintaining, restoring the vehicle to the manufacturer's recognised U.K specification or to comply with MOTORSPORT UK obligatory safety requirements is permitted.
- 25.8 The Organisers reserve the right to re-inspect vehicles during the season should there have been a Regulation infringement or circuit incident.

- 25.9 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.
- 25.10 All competitors are required to install wiring and bracket fittings, as stipulated by the organisers and prior to any races in which it is planned to compete, to allow the use of a data-logger RTSS system. (See Appendix 8) Kit will comprise of the following at a cost of.

- Discounted price: Full kit delivered - £75 + vat
- Full kit supplied at the track - £100 + vat

Missing parts charged as:

- GNSS antenna - £40 + vat
- Bracket £30+ vat
- OBD power supply - £30 + vat

- 25.11 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 hub dynamometer equipment as detailed in Appendix 2. No further tolerance will be allowed above the figures stated in Appendix 1. '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 3 of these regulations.
- 25.12 The organisers also reserve the right to install a performance logging system. The data collected will be used to determine the engine power output during Qualify and Race and compared to the figures stated in Appendix 1. The data will be analysed, and calculations made using the base weight as detailed in Appendix 1. No further tolerance will be allowed.
- 25.13 The data collected from the data-logger RTSS system may also be used by the organiser to balance the performance of cars in the Championship, changes can be made at any time even during a race weekend and will be communicated to the competitor via email and an in-person meeting.

25.14 The Organisers reserve the right to request and download any camera data post qualifying or race for the purpose of assessing the Championship to evaluate the balance of performance.

25.15 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.

25.16 Where a vehicle is found to be in contravention of Championship Regulation 25.11 and/or 25.15 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.

25.17 Cars may be put into Parc Ferme at any time during a Championship race meeting at the request of the scrutineer.

26 Examination of Vehicles

26.1 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:

- 26.2 To examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- 26.3 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 5 working days prior to the next race in the Championship (unless the car is found to be in breach of these Regulations).and/or
- 26.4 To seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period. and/or.
- 26.5 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.
- 26.6 During any examination pursuant to regulation 26 to oversee the stripping by the competitor's nominated mechanic/technician the engine and any other components of the car. If the engine or components are found to be in compliance with the Championship regulations, the organiser may (but not be obliged to) make a contribution towards the cost of reassembly. If they are non-compliant refer to Championship eligibility in the Motorsport UK NCR.
- 26.7 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.
- 26.8 All engines are required to have one hole of 2.5mm diameter (minimum) through components for sealing.
 - a. This needs to be in the bottom right of the cam cover, going through flanges in both the cam cover and cylinder head.

These must be clearly identified and accessible when the engine is in the car. See images 1 and 2 in Appendix 10.

- 26.9 Engine numbers must be submitted on registration form for all vehicles, failure to do so will void the registration.

Examples – Engine M96/21/67111938, if an engine requires changing this must be with the approval of the Championship Co-Ordinator and a new seal must be applied to the new engine before the next race with all numbers recorded.

- 26.10 Should a chassis / engine combination be from a different model years (e.g. chassis / engine number from 1999 – 2002 model and chassis / engine from 2002 – 2004 model) then prior written agreement to compete using that combination must be sought from the eligibility scrutineer. The vehicle's minimum weight (see Appendix 1) will be the weight for whichever is the highest for the chassis or engine model year.

27 Chassis

- 27.1 The registered vehicle must comply with regulation 25.1.
- 27.2 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 OE or standard pattern part or item is prohibited. Any structural repair to the vehicle must be itemised in full on the Registration form.

- 27.3 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.
- 27.4 Strengthening and relocation of jacking points is prohibited. The fitting of on-board jacking systems is prohibited.
- 27.5 All soluble under seal, rustproofing and sound deadening materials may be removed.
- 27.6 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. 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 26.1
- 27.7 The Organisers may (but shall not be obligated to) waive chassis regulations.
- 27.8 Chassis numbers must be submitted on registration form for all vehicles, failure to do so will void the registration.
Examples – Chassis - WP0ZZZ98ZYU640100.

28 Bodywork / Exterior

- 28.1 Bodywork must be standard OE shape and material for the registered model. (As per Appendix 9)
- 28.2 No composite exterior bodywork or panels are permitted unless specifically stated in these regulations. (See Reg 28.17)
- 28.3 Taping of bodywork gaps, spoilers or any profiles is prohibited.
- 28.4 Windscreen washer system can be removed.
- 28.5 **Both windscreen wiper blades must be fitted and fully operational.**
- 28.6 All models may remove the headlamps only if driving lamps are fitted as standard, these must be fully operational and can be used as headlamps. (See Reg 41.1). If headlamps are removed, they must be replaced with suitable and acceptable cover panels in the same shape and size as the original head lamp. (Subject to Regulation 23.2)
- 28.7 The removal of spot/auxiliary driving lamps is permitted (subject to regulation 23.2), 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.
- 28.8 Number plate mounting brackets must be removed.
- 28.9 non-visible external trim such as wheel arch linings may be removed.
- 28.10 Apertures for driver cooling are permitted.
- 28.11 Standard bonnet and boot catches must be removed and replaced with safety locking pins or clips.
- 28.12 Air scoops for brake and/or oil cooling may be fitted within the plan of the standard body panels.
- 28.13 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,

- 28.14 Only standard OE spoilers and aerodynamics to the registered model may be fitted (as per Appendix 9).
- 28.15 All models may only use the standard OE 'electric' rear spoiler, but if raised, its position must be fixed in the standard maximum raised position.
- 28.16 Towing eyes must comply with Motorsport UK Regulation NCR Chapter 12 App 13 Arts 1.3 – 1.4
- 28.17 Standard OE 'screw in' towing eyes will not be acceptable.
- 28.19 A standard OE or standard pattern laminated type glass windscreen must be retained in the original position.
- 28.20 The use of plastic/ polycarbonate side windows is permitted and recommended. (See Motorsport UK Reg NCR Chapter 7 App 2 Art 22.8.)

29 Silhouette

- 29.1 The silhouette must remain standard for the registered model. (See pictures Appendix 9)

30 Ground clearance

- 30.1 Minimum ground clearance is 65mm - Motorsport UK Regulation NCR Chapter 7 App 2 Art 22.12

31 Interior

- 31.1 All carpets must be removed.
- 31.2 Standard OE dashboards must be retained.
- 31.3 Vertical door trim panels must be fitted.
- 31.4 All models may fit composite, standard OE or standard pattern internal door panels.
- 31.5 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 NCR Chapter 7 App 7 Art 1.
- 31.6 The passenger seat must be removed during qualifying and race.
- 31.7 The fitting of plates bolted to the standard pedals is permitted.
- 31.8 The standard OE plastic type throttle pedal may be replaced with a commercially available alternative but must be mounted to the original mounting points, using the original cable and or wiring connections.
- 31.9 All original instrumentation must remain in place and be in working order.
- 31.10 Additional auxiliary instrumentation may be fitted but should not have the capability to alter any engine parameters within the software.
- 31.11 The handbrake system can be removed.
- 31.12 Any short shift gear-lever system is permitted but must remain standard H pattern configuration.

- 31.13 All safety airbags and their triggering mechanisms must be removed.
- 31.14 If plastic / polycarbonate side windows are used the window winding mechanisms and any other internal door components may be removed.
- 31.15 A heated windscreen is permitted.
- 31.16 A suitable means of demisting the car must be fitted, ventilation system or heated windscreen.
- 31.17 All parts of the air-conditioning system may be removed.
- 31.18 The central locking system must be removed or rendered inoperative.
- 31.19 Standard OE engine inspection covers (Boxster and Cayman) must remain securely fitted at all times but easily removable for inspection at any time by the Organisers or Championship Scrutineers.
- 31.20 The tool kit and spare wheel must be removed.
- 31.21 The standard OE dashboard must be retained. Minimal trimming / cutting of the dashboard is permitted to allow for roll-cage fitment only.

32 Engine

- 32.1 Engines and their components, internal or external must be standard unless expressly allowed in the regulations.
- 32.2 Engine number must be submitted on registration form for all vehicles, failure to do so will void the registration.
- 32.3 Power output must be (as stated in Appendix 1) for the registered model.
- 32.4 Carbon fibre and multi plate clutches are not permitted.
- 32.5 Models fitted standard with a dual mass flywheel may substitute with a solid flywheel of the same diameter.
- 32.6 The clutch lining material is free. (Subject to 32.3).
- 32.7 The clutch pressure plate should be of a standard OE production design and size.
- 32.8 All models may replace the 'early style' oil separator, with the 'later' version, or 'Motorsport' version.
- 32.9 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.
- 32.10 Oil sump baffles may be modified.
- 32.11 An oil accumulator may be used to supply oil under pressure when cornering. If fitted on 996 or 997 models it may be installed at the rear of the passenger compartment but must be fully 'boxed-in' using appropriate metal panelling.
- 32.12 Alternative oil pump housings are permitted to allow oil accumulator connection.
- 32.13 An adapter may be fitted replacing the standard OE oil filter housing to allow for the use of a 'spin-on' oil filter.
- 32.14 The crankshaft pulley may be replaced by one of a smaller diameter. All other pulleys must remain standard. (Only subject to Power steering pump deletion) The cylinder liners may be replaced by liners of a different material but bore and deck height dimensions must remain standard.

- 32.15 Carrillo conrods may be used as an alternative. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.16 An extra bearing support modification is permitted for the crankshaft at the flywheel end. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.17 ARP bolts are permitted. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.18 Alternative non-standard big end shells are permitted. Not permitted on 987.2, Cayman 987.2 or Boxster 987.2
- 32.19 Alternative pistons are permitted subject to being the same size, weight and compression ratio as standard OE. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.20 Titanium components are not permitted.
- 32.21 Porsche X51 engines are not permitted.
- 32.22 Any type of oil scavenge system for the right-hand side cam cover including Porsche X51 type (if applicable) is permitted. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.23 Porsche X51 oil sump and pickup is permitted. Not 997.2, Cayman 987.2 or Boxster 987.2
- 32.24 Camshafts must be standard OE and camshaft timing must be set and remain within manufacturers standard settings for the registered model.
- 32.25 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.
- 32.26 Save for balancing no other modifications are permitted. 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.
- 32.7 Decoking of cylinder heads using burrs or wire brushes is likely to make the condition of inlet and exhaust ports unacceptable. Casting marks and sharp edges must be seen as the manufacturer originally produced the item.
- 32.28 Polishing of any component is strictly forbidden.
- 32.29 The engine location in all aspects must remain standard for the registered model.
- 32.30 Engine mountings may be modified or non-standard but must use the original mounting points and locations.
- 32.31

33 Oil / water cooling

- 33.1 Provision for engine and/or gearbox oil cooling within permitted body panels is free.
- 33.2 Ram air supply pipes which increase under-bonnet air intake pressure or flow, or fuel cooling are prohibited.
- 33.3 Cooling for engine or gearbox oil systems will not be permitted to pass through the passenger compartment.

34 Induction systems

- 34.1 Original or Standard OE air filter elements and material must be retained. An aftermarket (K&N, BMC, Pipercross type) filter element may be fitted. This element must be widely commercially available and must fit the original fitting / housing without any modification to the filter element or the fitting / housing.
- 34.2 Filter boxes and inlet trunking must be complete as manufactured and intact.
- 34.3 The opening of additional apertures by removal of air cleaner elements is not permitted. All hoses and components must be fitted and fully functioning.
- 34.4 The complete Standard induction system must be retained for the registered model.

35 Exhaust systems

- 35.1 An exhaust system including effective silencer boxes with routing and outlets in standard original location for the registered model must be fitted., but for which internals are free.
- 35.2 Titanium, Inconel, aluminium, or carbon fibre parts are not permitted, the tail pipe size/design must exit through the standard unmodified bumper outlets for the registered model.
- 35.3 Thermal wraps or coatings are permitted.
- 35.4 Silencing must comply with Motorsport UK Technical Regulation, NCR Chapter 7 App 8 Art 2.
- 35.5 Exhaust manifolds must be standard for registered model.
- 35.6 987 Cayman & Boxster models may modify standard OE manifolds or alternatively fit Standard pattern manifolds. (But are subject to Reg 35.7).
- 35.7 An exhaust system including effective silencer boxes with routing and outlets in standard original location for the registered model must be fitted., but for which internals are free. Exhaust manifolds must be standard for registered model. Cayman & Boxster models may modify standard manifolds. All registered models manufactured after 31.12.1999 must have functioning Catalytic converters and retain the standard exhaust system Lambda sensors with respect to both quantity and functionality. Catalytic converters can be replaced using a 200-cell minimum option.
- 35.8 All Gen 2 models must retain standard OE catalytic converters.
- 35.9 Noise testing will be carried out in accordance with MOTORSPORT UK NCR Chapter 7 App 8 Art 3 and appendix 13 chart 1

36 Ignition systems/Engine Control

- 36.1 Adjusting the engine revolution limit is not permitted, a maximum tolerance of 200rpm will be allowed against the standard limit for the registered model.
- 36.2 The ignition timing is free. (Subject to 36.3)
- 36.3 ~~Gen 2 models are not permitted to adjust ignition timing see 36.7.~~
- 36.4 Ignition systems must be standard for registered model.
- 36.5 Spark plugs are free.
- 36.6 Engine management systems software may be modified to allow for the alteration of the ignition and fuel settings only.
- 36.7 ~~Gen 2 models are not permitted to adjust in any way the original engine ECU software mapping.~~

- 36.8 Changes to camshaft operation software is not permitted.
- 36.9 No additional 'hard-wired' engine control units are permitted.
- 36.10 All other mechanical components must remain standard for the registered model.
- 36.11 The engine management systems (ECU) must remain standard OE.
- 36.12 The standard OE ECU for the registered model must be the only system controlling the engine operation.
- 36.13 Standard OE traction control Systems may be disabled. Add-on or accessory alternatives are not allowed.
- 36.14 The On-Board Diagnostic connection port may be sealed at any time at the discretion of the Organisers.

37 Fuel system

- 37.1 The fuel system components including fuel tank, fuel pumps, fuel injectors, pressure regulators, must remain standard for the registered model the system must be installed as designed for that model.
- 37.2 No additional components, sensors or functions may be installed except for a singular fuel pressure sensor.
- 37.3 Fuel pressure must be standard as for registered model.
- 37.4 The fuel tank must remain in the standard location for the registered model.
- 37.5 All cars must be fitted with a fuel drain system to allow samples to be taken in parc ferme. An additional fuel dry break fitting is permitted to allow safe draining of the fuel system.

38 Suspension

- 38.1 The standard OE suspension design for the registered model must be retained in unmodified form.
- 38.2 All suspension components must be standard OE design for registered model unless specifically referred to in these regulations.
- 38.3 Rubber bushes may be replaced with uprated versions but must fit into the original components.
- 38.4 Metal bushes and spherical bearings/rose joints may not be used unless specifically referred to and permitted in these regulations.
- 38.5 Only adjustment within the scope of the standard OE design is permitted.
- 38.6 Shock absorbers are unrestricted subject to their fitting on the original unmodified mounting points and standard hub units and not incorporating any non-standard or additional suspension facility not provided by the original design.
- 38.7 If suspension oil/gas pressurised canisters are to be fitted within the driver / passenger compartment they must be securely enclosed and boxed in using metal panelling.
- 38.8 Solid top suspension spherical bearing/rose jointed mountings are permitted, provided they use the original mounting points.
- 38.9 Springs are free but must not be made of a non-ferrous material.

- 38.10 Any Porsche production anti-roll bar in unmodified form, including adjustable versions, may be fitted provided it can replace the standard item using all mountings as originally intended by the manufacturer. Modified anti-roll bars are not permitted. Non- standard roll bars, including adjustable versions, may be fitted providing they can replace the standard OE item using all mountings as originally intended by the manufacturer.
- 38.11 Adjustable blade or slide adjustable roll bars are not permitted.
- 38.12 Roll bar drop links are free including spherical bearings/rose joints.
- 38.13 ~~All models may use front and rear lower suspension arms from the GT3 street model or Eibach lower control arms—code: 572610K with rubber inner bushes.~~
- All models may use front and rear lower suspension control arms from the GT3 street model, or any pattern split lower suspension control arms including Eibach sliding lower suspension control arms - code 572610K. All variants must be fitted with rubber bushes, The tuning fork arm must only be attached to the lower suspension arm through the centre position of the bush.
- 38.14 Track rod and track rod end ball joints (steering arms) must remain standard OE or standard pattern in all respects without spacers or alternative fittings.
- 38.15 Adjustable rear toe arms with spherical bearings/rose joints are permitted using standard mounting points.
- 38.16 Bump steer spacers are not permitted.
- 38.17 Non-Standard Front or Rear Subframe braces are not permitted.
- 38.18 Mechanical or electronic adjustment of the shock absorber or suspension when the vehicle is on track is not permitted. Drivers are not permitted to make any adjustments to suspension whilst in the car. Adjustments can only be made by a mechanic whilst the vehicle is stationary in the pits. Any control panel or systems must be always located out of reach of the driver.
- 38.19 The wheelbase must remain standard as registered model. (a maximum tolerance of +/-10mm will be allowed)
- 38.20 The use of Porsche Motorsport suspension parts is not permitted.
- 38.21 The organisers reserve the right to request the removal of any anti roll bar design which is deemed not in the spirit of regulation 38.10 and 38.11.
- 38.22 ~~No additional spacers / bushes / washers of any type may be fitted between any suspension subframes and the chassis. All suspension subframes must attach to the chassis using the original mounting points in the chassis.~~

39 Steering

- 39.1 All Steering components must be standard OE or standard pattern parts for the registered Model.
- 39.2 Power steering components must be standard OE or standard pattern parts for registered model and fully operational. (Subject to 39.3)
- 39.3 All models are permitted to replace standard OE engine driven pumps with a suitable electric/hydraulic pump located in the front luggage compartment.
- 39.4 Substitute steering wheels are permitted subject to Motorsport UK Regulations NCR Chapter 7 App 2 Art 11

- 39.5 The steering lock must be disabled both mechanically and electrically.
- 39.6 Standard OE wheel retaining bolts must be replaced with studs and high-quality steel wheel nuts

40 Transmissions

- 40.1 Only manual H pattern gearboxes are permitted as per registered model.
- 40.2 Modifications are strictly prohibited to the transmission and/or final drive.
- 40.3 Transmission and final drive must be standard OE for the registered model.
- 40.4 All ratios (including crown wheel and pinion) must be standard OE for the registered model.
- 40.5 Torque biasing differentials of any manufacture are permitted.
- 40.6 Welded, permanently locked, spool or electronically controlled differentials are not permitted.
- 40.7 Transmission mounts may be modified or non-standard but must use the original mounting points and locations.
- 40.8 Flexible clutch hydraulic hoses are free.

41 Electrics

- 41.1 All models must retain a lighting system, to include rear side and brake lights, front and rear directional indicators, forward facing head or driving lights; these must be fully operational at all times.
- 41.2 Both windscreen wipers must be fully operational.
- 41.3 A rear warning lamp (rain light) to Motorsport UK NCR Chapter 7 App 5 Art 6 is mandatory.
- 41.4 The standard OE high-Level brake light must be fitted and fully operational at all times.
- 41.5 An external circuit breaker (battery cut-off) to Motorsport UK NCR Chapter 7 App 5 Art 5 must be fitted.
- 41.6 No additional or non-standard electronic control systems may be fitted or used, e.g., traction control etc. Where fitted as factory standard option traction control may be used but only in standard form, with standard control software. (See also 36.13)
- 41.7 non-essential wiring may be removed from the standard OE wiring harness (but is not advised). Bespoke car harnesses that replace the original are not permitted.
- 41.8 Additional wiring harnesses for permitted modifications and mandatory equipment are allowed.
- 41.9 Electric drive motors for sunroof, windows, mirrors and rear wipers may be removed.
- 41.10 The alternator must be fully operational, always providing an electrical output charge to the battery.
- 41.11 Only sealed batteries are permitted.
- 41.12 An extra battery retaining strap must be fitted over the battery if located in the original position.

- 41.13 It is permitted to change the location of the battery to either the front boot compartment or to the passengers footwell compartment. But must be securely mounted.
(Subject to Motorsport UK Ch 7 App 5 Art 1.3 – 1.5 – 1.6)

42 Brakes

- 42.1 All brake components must be standard OE or standard pattern for the registered model. Only vented/cross drilled are permitted.
- 42.2 Brake fluid is free.
- 42.3 Brake pad material is free.
- 42.4 Only metallic brake discs may be used, no composite, ceramic or surface coated brake discs are permitted.
- 42.5 Deforming or removal of the brake backing plates to aid cooling is permitted.
- 42.6 Brake cooling ducting is free and may be fitted within permitted body panels but the removal of material from chassis or inner body panelling is forbidden.
- 42.7 Flexible hydraulic brake hoses are free.
- 42.8 Standard OE ABS, ABD and ESP as fitted must be installed to manufacturer specification.

43 Wheels

- 43.1 Wheels from any manufacturer are permitted.
- 43.2 Composite wheels are not permitted.
- 43.3 Offsets and spacers within the standard bodywork are free (but must comply with (Motorsport UK NCR Chapter 7 App 2 Art 12.2.))
- 43.4 All four wheels fitted to the car must be of the same diameter.
- 43.4 All registered models must use 8.5 x 18 front and 10 x 18 rear wheels

44 Tyres

- 44.1 CP & AM will be required to compete on Pirelli tyres, as designated below. The slick and wet tyres will be the only tyres that can be used in the championship. (Subject to 44.2)

240/65-018 DHG SLICK
260/65-018 DHG SLICK
235/645-18 WET
265/645-18 WET

- 44.2 CP 997 Gen 2 Cars will be required to compete on Pirelli tyres, as designated below. The slick and wet tyres will be the only tyres that can be used in the championship.

240/65-018 DHG SLICK
260/65-018 DHG SLICK

235/645-18 WH WET
265/660-18 WH WET

- 44.3 Tyre fitting and technical advice will be provided by Prot tyre Motorsport at each race. For order and Technical advice contact details can be found in Appendix 5 of these regulations – Porsche Tyre Order Sheet and Pirelli Technical Bulletin. All tyres must be sourced through Prot tyre Motorsport – the nominated supplier.
- 44.4 Competitors in AM will be limited to a maximum of one set of new tyres 2 front and 2 rear every second meeting. Therefore, all tyres must last for at least two qualifying sessions and four races. A new set of tyres will be permitted just for the final Championship race. Additional tyres may be allowed at the discretion of the organisers in the event of Force Majeure.
- 44.5 All competitors in CP will be limited to a maximum of one set of new tyres 2 front and 2 rear 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.
- 44.6 No more than four new tyres may be used within a meeting.
- 44.7 The use of tyre heating / heat retention devices, tyre treatments and compounds are prohibited.
- 44.8 **Only atmospheric air is allowed as the filling medium.**
- 44.9 The competitor must submit the unique reference number on each tyre supplied specifically for use in dry weather to the eligibility scrutineer or their nominated deputy using the Race Tyre Control App. This App is available from the Championship Co-ordinator and is a mandatory requirement. There will be a charge of £14.99 per car and is valid for the entire season.
- 44.10 The tyre information must be submitted before qualifying at each race meeting. Failure to submit tyre information as requested may result in disqualification from the result.
- 44.11 The Race Tyre Control App should list all the slick tyres being nominated for use at each race meeting.
- 44.12 If tyres are damaged beyond safe use e.g., flat-spots or puncture, the permission of the scrutineer must be sought and their permission given for alternatives to be used. Do not dispose of any tyres until inspected and agreed by the scrutineer.
- 44.13 The alternative tyres (point 44.10 above) must be tyres that have previously been nominated by that competitor during the current season (with the exception of the first race meeting at which that competitor competes).
- 44.14 Wet tyres are not limited in number.
- 44.15 No control is placed on the number of tyres used in 'out of competition' testing.
- 44.16 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'.
- 44.17 Tyres referred to in Reg. 44.14 above, cannot be passed from cars in AM to CP, irrespective of usage.
- 44.18 **Should the specification of any tyres approved of in 44.1 & 44.2 alter during the season a notification of this will be sent to all competitors. At the meeting following the publication of this notification competitors will be allowed to use the previous / or revised approved tyres. Please note – this refers to the race meeting, not whichever race meeting the competitor chooses to compete at. Should a competitor not race at the meeting**

following the publication of a tyre specification revision then they will need to use the revised tyre at the next meeting they choose to enter.

45 Weights

- 45.1 All cars must comply with the minimum weight limits specified in Appendix 1 of these Regulations. These weights are for the car as presented at post-qualify or post-race scrutineering and include the weight of the driver.
- 45.2 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 NCR Chapter 7 App 2 Art 19.2. minimum requirements and in such a manner as to prevent it from becoming a safety hazard in racing conditions. All models may carry a maximum weight of 30kg. ballast within the front luggage compartment, subject to the above fixing regulation.
- 45.3 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 no later than 5 days before the next races.
- 45.4 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 NCR Chapter 10 App 5 Art 2.3 and 2.4
- 45.5 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.

46 Fuel

- 46.1 Only permitted fuel as defined in the MOTORSPORT UK Technical Regulations NCR 8.1.1.7 on sale to the general public at a retail filling station may be used. Fuel additives to increase octane are prohibited.
- 46.2 Refuelling is not permitted during a qualifying session or race.

47 Numbers & Championship Decals

- 47.1 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.
- 47.2 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 the Championship sponsor's logo.
- 47.3 Championship 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
- 47.4 Each car may carry on the windscreen the surname of the competing driver in white lettering.

- 47.5 Each competitor may be required to wear Championship sponsor's decals / badges on their race suit, this is a precondition of qualifying for Championship points.
- 47.6 Failure to comply with any elements of Regulation 47 will result in a loss of Championship points.
- 47.7 One set of decals will be supplied to all competitors before the first race meeting. Additional sets required must be purchased from our supplier, Leading Edge Graphics, please note replacement decals will not be available on race days. See Appendix 8 for contact details. Any competitor registering after the first race meeting must purchase directly from Leading Edge.
- 47.8 Points will be deducted for any missing decals.
- 47.9 Decals from any other Championship or Series are not permitted anywhere on the car and must be removed, failure to do so will result in disqualification from the event, A deduction of points will also be applied.
- 47.10 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.

48 Commercial Undertakings

- 48.1 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/National Court.
- 48.2 Entry into the Championship is conditional upon a competitor accepting without reservation or recourse the surrender of their 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.
- 48.3 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.
- 48.4 The Championship title and associated logo styles may only be used with the prior written approval of the Porsche Club Motorsport Ltd.
- 48.5 The overall race and CP & AM 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 will take place at the Championship Race Centre approximately 30 minutes after publication of provisional results, the first three in both CP & AM 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.

49 Registration Form

- 49.1 The separate Championship Registration form here
<https://www.porscheclubgb.com/motorsport/race/online-registration>

50 Team drivers

- 50.1 The separate Team Drivers Nomination Form can be found here
<https://www.porscheclubgb.com/motorsport/race/online-registration>

Model	Max allowed rear wheel power (BHP)	Nominal Power (BHP)	Minimum Weight (kg)
CP			
Cayman S 3.4 2009-2012	287	319.00	1345
Cayman S 3.4 2005-2008	275	307.00	1295
Carrera S C2 (997) 2009-2012	349	379.51	1585
Carrera S C2 (997) 2004-2008	319	350.01	1480
Carrera S C2 (996) 2002 – 2005	285	315.14	1330
Carrera S C2 (996) 2001-2004	280	311.12	1307
Carrera S C2 (996) 1998-2000	277	308.45	1295
AM			
Boxster S 3.4 2008-2012	273	305.75	1520
Boxster S 3.4 2007 – 2008	264	291	1480
Boxster S 3.2 2005-2006	247	276.25	1390
Boxster S 3.2 2003 - 2004	226	256.25	1340
Boxster S 3.2 1999-2002	218	248.09	1300

Appendix 2 – Power Test Facility

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

Parr Motorsport
5 The Faraday Centre
Faraday Road
Crawley
West Sussex
RH10 9PX
Tel: 01293 537911

Appendix 3 – Power Test Procedure

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

- 1.2. 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.
- 1.3. The power test will be carried out in accordance with the procedures laid down by the manufacturer of the hub dyno equipment, except as stated below.
- 1.4. The hub dyno equipment will be used to calculate the final power at the rear wheels (Rear Wheel BHP). A conversion factor will be applied to this figure (see point 1.5. below).
- 1.5. 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 BHP figure to 'standard'.
- 1.6. Prior to the test being run, the following will apply:
 - 1.6.1. The engine will be run for 15 minutes, to ensure it is to 'normal working temperature', determined either by the vehicle's own temperature gauge or a separate temperature probe.
 - 1.6.2. For at least 10 minutes of this 'warming procedure', the vehicle will be 'driven' on the dyno to warm the transmission.
- 1.7. The engine power test results will be measured in BHP.
- 1.8. 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'.
- 1.9. Power test runs will be conducted with the engine cover open for front engine models and closed for rear engine cars.
- 1.10. Power test runs will be carried out in the transmission gear, which is closest to direct drive, or 1:1 ratio.
- 1.11. 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.
- 1.12. 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 1), the highest of the two test runs will be that which is reported.
- 1.13. The procedures stated above will be used to determine the engine power for any given model. The data will be calculated in accordance with DIN standard 70020.
- 1.14. Any competitor wishing to check the power output of their car, is advised to have the car checked on the nominated dyno, using the procedures outlined above.

Appendix 4 – Transponder Supplier

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 5 - Tyre Supplier

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 30758

Appendix 6 – Race with Respect



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.

Appendix 7 – Decal Supplier

Additional decals can be purchased direct from:

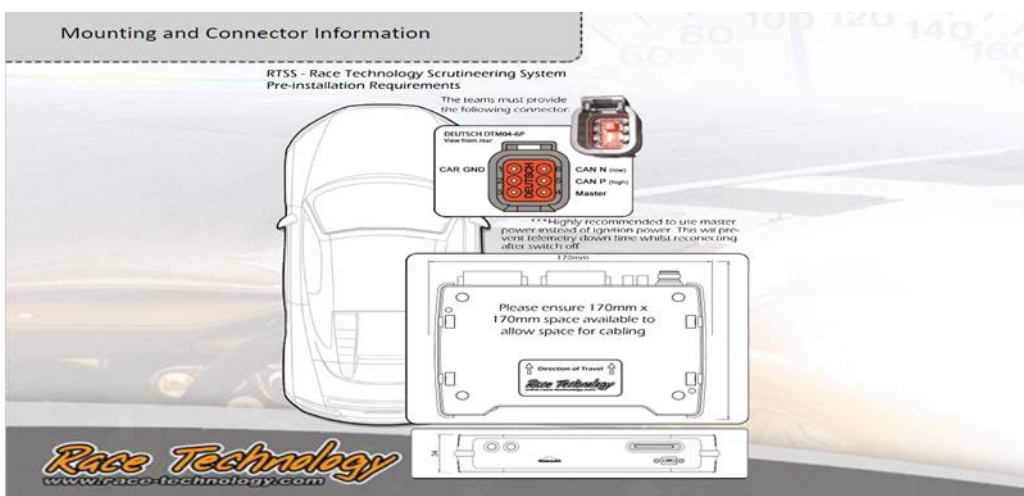
Leading Edge Graphics
1A Second Avenue

Bluebridge
Halstead
CO9 2SU
Tel: 01787 474974

Appendix 8 – Data Logger Supplier

Data logger connectors and brackets can be purchased direct from:

Race Technology Ltd
16 King Street,
Eastwood,
Nottingham,
NG16 3DA
Tel: 01773 537620



Appendix 9 – Pictures

997 Carrera S 2009-2012 Gen 2





997 Carrera S 2004 - 2008



996 Carrera 1998 - 2001





996 Carrera 2002 – 2004



Cayman S 3.4 2009-2012 Gen 2





Cayman S 2005 – 2008



Boxster S 2005 – 2007





Boxster S 2009-2012 Gen 2



Boxster S 2002 - 2004



Boxster S 1997 – 2001



Image 1



Image 2



Appendix 11 Table of Penalties

The following table has been developed in line with the Judicial Procedures

Offence	NCR Reference	Penalty	Licence Penalty Points
Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	✓ Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	✓ Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	✓ Ch.2 App.12 Art.1.2.d.
Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking	Ch.12 App.7	Qualifying: Grid	✓

move	Art.1.5	Penalty Race: Time / Place Penalty	Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓
Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	✓ Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (Between the signal & the incident)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.

Safety Car: Overtaking of the safety car	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	✓ Ch.2 App.12 Art.1.2.b.
Exceeding pit lane speed limit	Ch.12 App.11 Art.3.6a)	Qualifying: Fine Race: Drive through penalty	x
Failing to attend a drivers' briefing	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	x
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	x
Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	x
Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	x

Safety/Technical Offence

NCR Reference

Minimum Penalty

Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)	Ch.5 App.5 Art.2.3a)	Fine
Failing to advise the Clerk of impending eligibility check	Ch.2 App.8 Art.1.7	Fine
Fuel or tyres do not conform to regulations	Ch.8 App.0 Art,1.8 Ch.8 App.2 Art,1.4	Disqualification from session (plus, any Championship Penalties)
Incorrect or unreadable numbers, incorrect missing or misplaced decals	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
Ineligible or unsafe vehicle at pre-event scrutineering	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
Ineligible or unsafe vehicle after practice / qualifying	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
Ineligible or unsafe vehicle after even	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
Scrutineering: False declaration in pre-event paperwork, including those about PPE	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
Breach of Parc Ferme		Disqualification

Changes from 2025 Regulations: - Highlighted in Red

2.3 Championship Stewards:

Andy Stevens – MSVR

3.2(d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)

8.4.4 Pit to car and car to pit communication for any reason including telemetry is strictly forbidden. The only communication allowed between pits / team and drivers will be a pit board. Any live data transfer e.g VBOX etc is for the sole use to watch data / video in the paddock after qualifying or races.

6.15 Competitors not registered for the Championship may be permitted on an individual round basis and will:

(c) Not qualify for Event awards.

(e) All vehicles must comply fully with these technical regulations and must pass eligibility scrutineering.

7.4 A Motorsport UK Entrants License is not required.

12.2 Timing Transponders must be working at all times. Any competitor who fails to contact the timekeepers where a transponder issue is noted on any qualifying or race results or is notified by race organisers of an issue, or fails to address any transponder issues, will not be timed in subsequent sessions, will not feature in the results and will not accrue points in that session/race.

20.1 This also applies for any eligibility noncompliance issues.

21.9.3 Competitors who bring the Championship, MSVR or Porsche Club Motorsport or any of its sponsor and suppliers into disrepute through either on or off-track behaviour or verbal statements may be refused entry to the following or any number of subsequent events at the discretion of the Championship Organisers, they will also be reported to the Championship Stewards who will impose a penalty up to and including disqualification from the championship. In this case no refunds will be given for any fees paid.

21.9.4 Mentions and posts on any Social Media channels that are of a derogatory nature by competitors that bring the Championship, MSVR or Porsche Club Motorsport or any of its sponsor and suppliers into disrepute will not be tolerated. The Championship Coordinator may report such misuse to the Championship Stewards who will consider penalties provided for in NCR Chapter 2

21.9.5 Driver Standards Points (DSP'S) as a guide to how the system may be used, the following incidents could lead to the driver being subjected to Driver Standard Points.

- (a) Any reprimand = 1 DSP
- (b) Pit Lane Speeding = 1 DSP
- (c) Drive through penalty = 2 DSP
- (d) Causing a collision – 3 DSP
- (e) Any Offence deemed to be unsafe or not compatible with the Championship standards = 3 DSP
To be issued by the Clerk of the Course at his discretion.

- The number of DSP's will be recorded against each driver and remain with that driver for the duration of the race season. For avoidance of doubt, they will be communicated at the drivers briefing at each round.

The following penalties will apply to drivers accumulating DSP's.

- For 3 DSP's the driver will receive a +5- place grid penalty for the car they are driving at the next Championship race the driver competes in.

- For 6 DSP's the driver will receive a +10- place grid penalty for the car they are driving at the next Championship race the driver competes in.
- For 9 DSP's the driver will receive a +5- place grid penalty PLUS deduction of 20 Championship points.
- For 12 DSP's the driver will receive a +10- place grid penalty PLUS deduction of 50 Championship points

This is to give the clearest indication that drivers who continually become involved in incidents across the year will face the most penalties and those penalties will multiply.

Continued incurrance of DSP's may result in points scored by that driver being removed from the Championship.

22.4 A standard 'Pattern Part' is a replacement part that has ~~similar~~ identical form shape and features as the 'standard' part and is made using ~~similar~~ the same materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the 'standard' part.

24.7.1 The homologation number of the extinguisher system fitted to the car must be registered with the Championship on registration. This is the number "EXxxxx" or "FSxxxx" as found on the fire extinguisher bottle, (Where XXXX are the numbers).

25.14.1 The Organisers reserve the right to request and download any camera data post qualifying or race for the purpose of assessing the Championship to evaluate the balance of performance.

26.10 Should a chassis / engine combination be from a different model year (e.g., chassis / engine number from 1999 – 2002 model and chassis / engine from 2002 – 2004 model) then prior written agreement to compete using that combination must be sought from the eligibility scrutineer. The vehicles minimum weight (see Appendix 1) will be the weight for whichever is the highest for the chassis or engine model year.

28.5 Both windscreen wiper blades must be fully operational.

32.2 Engine number must be submitted on registration form in full for all vehicles, failure to do so will void the registration.

~~36.3 Gen 2 models are not permitted to adjust ignition timing see 36.7.~~

~~36.7 Gen 2 models are not permitted to adjust in any way the original engine ECU software mapping.~~

43.6 The eligibility scrutineer may request the removal of a tyre (by Pirelli or their representatives) to allow accurate measurement of the width of the wheel.

~~38.13 All models may use front and rear lower suspension arms from the GT3 street model or Eibach lower control arms code: 572610K with rubber inner bushes.~~

All models may use front and rear lower suspension control arms from the DT3 street model, or any pattern split lower suspension control arms including Eibach sliding lower suspension control arms - code 572610K. All variants must be fitted with rubber bushes, The tuning fork arm must only be attached to the lower suspension arm through the centre position of the bush.

38.22 No additional spacers / bushes / washers of any type may be fitted between any suspension subframes and the chassis. All suspension subframes must attach to the chassis using the original mounting points in the chassis.

44.8 Only atmospheric air is allowed as the filling medium.

44.18 Should the specification of any tyres approved for 44.1 & 44.2 use alter during the season a notification of this will be sent to all competitors. At the meeting following the publication of this notification competitors will be allowed to use the previous / or revised approved tyres. Please note – this refers to the race meeting, not whichever race meeting the competitor chooses to compete at. Should a competitor not race at the meeting following the publication of a tyre specification revision then they will need to use the revised tyre at the next meeting they choose to enter.

47.7 One sets of decals will be supplied to all competitors before the first race meeting. Additional sets required must be purchased from our supplier, Leading Edge Graphics, please note replacement decals will not be available on race days. **See Appendix 8** for contact details.

Any competitor registering after the first race meeting must purchase direct from Leading Edge.

47.9 Decals from any other Championship or Series are not permitted anywhere on the car and must be removed, failure to do so will result in disqualification from the event, A deduction of points will also be applied.

Appendix 1 – Weights and Power

Model	Max allowed rear wheel power (BHP)	Nominal Power (BHP)	Minimum Weight (kg)
CP			
Cayman S 3.4 2009-2012	287	319.00	1345
Cayman S 3.4 2005-2008	275	307.00	1295
Carrera S C2 (997) 2009-2012	349	379.51	1585
Carrera S C2 (997) 2004-2008	319	350.01	1480
Carrera S C2 (996) 2002 – 2005	285	315.14	1330
Carrera S C2 (996) 2001-2004	280	311.12	1307
Carrera S C2 (996) 1998-2000	277	308.45	1295
AM			
Boxster S 3.4 2008-2012	273	305.75	1520
Boxster S 3.4 2007 – 2008	264	291	1480
Boxster S 3.2 2005-2006	247	276.25	1390
Boxster S 3.2 2003 - 2004	226	256.25	1340
Boxster S 3.2 1999-2002	218	248.09	1300

Appendix 11 Table of Penalties

The following table has been developed in line with the Judicial Procedures

Offence	NCR Reference	Penalty	Licence Penalty Points
Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	✓ Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	✓ Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	✓ Ch.2 App.12 Art.1.2.d.
Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking move	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓

Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	✓ Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (Between the signal & the incident)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking of the safety car	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	✓ Ch.2 App.12 Art.1.2.b.
Exceeding pit lane	Ch.12 App.11	Qualifying: Fine	x

speed limit	Art.3.6a)	Race: Drive through penalty	
Failing to attend a drivers' briefing	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	x
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	x
Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	x
Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	x

Safety/Technical Offence	NCR Reference	Minimum Penalty
Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)	Ch.5 App.5 Art.2.3a)	Fine
Failing to advise the Clerk of impending eligibility check	Ch.2 App.8 Art.1.7	Fine

Fuel or tyres do not conform to regulations	Ch.8 App.0 Art,1.8 Ch.8 App.2 Art,1.4	Disqualification from session (plus, any Championship Penalties)
Incorrect or unreadable numbers, incorrect missing or misplaced decals	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
Ineligible or unsafe vehicle at pre-event scrutineering	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
Ineligible or unsafe vehicle after practice / qualifying	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
Ineligible or unsafe vehicle after even	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
Scrutineering: False declaration in pre-event paperwork, including those about PPE	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
Breach of Parc Ferme		Disqualification

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

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