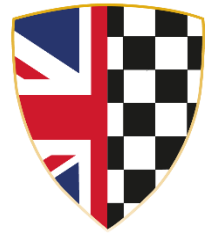




# Porsche Club

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## Motorsport



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## SPORTING REGULATIONS

### 1. Title and Jurisdiction:

- 1.1. The Porsche Club Motorsport Championship (the Championship) is organised and administered by the Porsche Club Motorsport Ltd in accordance with the General Regulations of Motorsport UK (Motorsport UK) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

Motorsport UK Championship Permit No: **CH2024 / R107 (C) Club Championship & CH2024/R118 (C) AM Championship**  
Race Status: Interclub  
Motorsport UK Championship Grade: 'C'

- 1.2. The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to 'force majeure' or for safety reasons, or if requested by the authorities including the FIA, by means of Official Bulletins. The Organisers further reserve the right to cancel events if necessary due to exceptional unforeseeable conditions and are not liable for any damages so incurred as a result D11.2

### 2. Officials

- 2.1. Co-Ordinator: Mandy Sear Porsche Club Motorsport Ltd

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

- 2.3. Championship Stewards:

**James McNaughton – Porsche Cars Great Britain**  
Mark Hamilton - Porsche Club Motorsport Ltd  
Joe East – MSVR

- 2.4. Championship Stewards may only adjudicate on any dispute, irregularities or appeals arising from the approved Championship regulations.
- 2.5. Championship Stewards are also empowered to consider and request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).
- 2.6. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.
- 2.7. At any appeal hearing called under Section 4 of these Regulations the Appeal Panel will consist of 3 Stewards drawn from those listed under Regulation 2.3.

### 3. Competitor Eligibility:

- 3.1. Entry into the 2024 Porsche Club Motorsport Championship will be by invitation of the Porsche Club Motorsport Ltd - the Organisers.
- 3.2 Drivers and Driver/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 Licences. Competition (Racing licence) Race Inter 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, together with their ASN's written consent ((H)26.2. 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 teacher and a letter stating such approval from their 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 Licences
- 3.4 All necessary documentation must be presented for checking when signing on.
- 3.5 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).
- 3.6 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.7 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### 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](http://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 race meeting being entered**. The Championship is open to invited competitors and registration will only be complete when written acceptance has been issued by the Organisers. Incomplete (in any way at all) will be rejected.

**The Registration Fee is £660 (inc. VAT) 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 2024 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.
- 4.5. The 'fourteen day' rule for registration (Reg 4.1) may be waived by the organisers in the event of 'Force Majeure'.

#### 5. Championship Races:

- 5.1. **The Porsche Club Championships will be run at Inter Club status and contested over 7 race meetings as follows incorporating the following:-**

**Class 1 now to be known as Porsche Club Motorsport Championship with Pirelli – (CP)**

**Class 2 now to be known as Porsche Club Motorsport AM Championship with Pirelli – (AM)**

(All race meetings will include a minimum of 2-races). These dates are now confirmed.

Date	Venue	Club	Race Format
21st April	Donington Park National	MSVR	2 X 25 Min Races
18 <sup>th</sup> May	Brands Hatch GP	MSVR	2 X 25 Min Races
29 <sup>th</sup> June	Oulton Park	MSVR	2 X 25 Min Race
13 <sup>th</sup> July	Anglesey Coastal	MSVR	2 X 25 Min Race
24 <sup>th</sup> August	Croft (DDMC)	MSVR	2 X 25 Min Races
15 <sup>th</sup> Sept	Donington Park GP	MSVR	2 X 25 Min Races
6th Oct	Snetterton 300	MSVR	2 X 25 Min Races

- 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 Q7.11 and Q7.11.1.
- 5.3. In the event of a race meeting being abandoned for reasons outside the Championship Organiser's control, the abandoned race meeting 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

In addition, points will be awarded to all competitors who practice and come under starters orders, i.e., actually get to the grid (including race starts which are subsequently stopped and re-started). Points will be awarded even where cars that took the original start, fail to take the re-start and/or do not appear on the final results sheet as follows: - Also, see Regulation 19.1 – Case A) as follows:

- 6.2. **CP & AM** Pole position = 1 point – in the event of a Multi Header format, to be awarded in each race.
- 6.3. **CP & AM** Fastest lap = 1 point – In the event of a Multi Header format, to be awarded in each race.
- 6.4. Joint fastest laps each score 1 point.
- 6.5. Entry form received and paid before the closing date = 1 point
- 6.6. Added to each individual competitor's place points will be a bonus equal to the number of starters in the Championship, 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.
- 6.7. Competitors sharing cars will count only points scored by them, towards the championship. Points will not be shared or accumulated between Registered Drivers.
- 6.8. 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.
- 6.9. **The drivers best 12 scores will determine their final Championship points total. If a driver enters the Championship after the 4<sup>th</sup> race of the season, they will not score points.**
- 6.10. **If a driver is disqualified from a race for any reason this WILL be counted as one of their 12 best scores at 0. Two or more disqualifications in a season will result in exclusion from the next entered race.**
- 6.11. 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 – see Reg. 1.4. Accumulation of points where a driver changes car will be automatic for the same model but may be totalled separately for a different model.
- 6.12. 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.
- 6.13. Ties will be resolved using the formula in W1.3.4 in the 2024 Motorsport UK Yearbook.
- 6.14. Where a race distance has been reduced (8.6.) it shall still count as a full point scoring race.

## 7. Awards:

- 7.1. All awards are to be provided by PCMS.
- 7.2. **Following the races trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> irrespective of Championship. Trophies will also be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in Porsche Club Motorsport AM Championship. This will apply to Multi Header format races.**
- 7.3. **Championship 'Year-End' trophies will also be awarded for competitors – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> to the holder of the greatest number of qualifying points for each individual Championship.**

- 7.4. A 'Team Trophy' will be presented at the Motorsport Award Dinner, to the 'Team'. Teams registered must hold an Entrant License.
- 7.5. All teams, whose nominated competitors (Best two of a Maximum of 4 nominated competitors) cumulatively score the most points over the course of the season (including scores dropped by competitors in their qualifying championship total). Competitors must be nominated by the Team at the start of the season, using an official nomination form that is part of these Regulations. Changes of nominated competitors will only be allowed following written agreement of the organisers. Note: Motorsport UK Reg. D7.1.12 applies nominated competitors will only be allowed following written agreement of the organisers. Note: Motorsport UK Reg. D7.1.12 applies. Entrants in CP & AM only qualify for the Team Trophy
- 7.6. Trophies will be provided for presentation at the end of each race and/or at an end of the meeting presentation ceremony. At the end of each race, Overall race and CP & AM 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.
- 7.7. Entertainment Tax Liability: There will be no prize money or bonuses.
- 7.8. Title to all Trophies
- 7.8.1. 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 Motorsport in good condition within 7 days.

## **8. Championship Event Meetings & Race Procedures.**

### **8.1. Entries**

- 8.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.  
<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 race meeting unless at least four other races have been entered.**

- 8.1.2. False or non-compliant entries will not be accepted (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives missing or corrected information or fee.
- 8.1.3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- 8.1.4. The Entry Fee for each event race meeting shall be specified on the Entry Form.
- 8.1.5. 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 should notify Competitors of the times and locations of all briefings in the Final Instructions for the meetings. Competitors must attend all briefings, a fine will be given to anyone not attending of £250 as per (G 5.3.8)

### 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 complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (General Regulations Q12.4) **unless they have raced on the layout in the last 12 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. Note. As both driver and car are considered to be under Parc Ferme conditions no other person or persons will be allowed into the area designated Parc Ferme.

### 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 (Q12.15).

### 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 CP, AM, the Porsche Boxster Cup & Porsche Open. 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, Open Cup, CP & AM 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 / Pace Lap – Start Engines / Clear Grid.
  - 30 Seconds – Visible and audible warning for start of Green Flag / Pace Lap.
  - 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.
- 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 (Q) 12.11.2 In addition any driver unable to maintain grid positions on the Green Flag lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 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.
- 8.6.2. Cars should not enter the Pits unless directed to do so and all cars in the pit lane during red flag period must take any restart from the pit exit.

## **9. Pits, Paddock & Pitlane safety**

- 9.1. Pits & Paddock - Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are always complied with.
- 9.2. Pitlane - The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 9.3. Refuelling - May only be carried out in accordance with the General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SR's or Final Instructions issued for each circuit / meeting.
- 9.4. Pit Lane Speed Limit will be as defined in the SR's or Final Instructions for each circuit / meeting.

## **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 (D) 26.3).

## **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.

## **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 Section Q, Appendix 3 of the Motorsport UK General Regulations.

## **15. Onboard Cameras**

- 15.1. The use of onboard cameras is mandatory J5.21, cameras should be facing forward and include the driver's hands to be positioned to show drivers hands. The onboard footage will be requested by the organisers for possible inclusion in any possible TV or website exposure. No cards are to be removed by any team member team unless with the organisers are present or the Parc Ferme red flag has been dropped and the WhatsApp message sent. If the card is removed before this the competitor will be disqualified from the race.

## **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 Motorsport UK. Details of the Motorsport UK Polices and Guidelines are available at [www.motorsportuk.org/resourcecentre](http://www.motorsportuk.org/resourcecentre) by selecting Polices 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 2024 Porsche Club Motorsport 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. Race meetings: These will be in accordance with Section C of the 2024 Motorsport UK Yearbook and Section 2,3 and 4 of these Regulations.
- 17.2. Championship: These will be in accordance with Section C of the 2024 Motorsport UK Yearbook 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 null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 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 (as per Q12.15.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.
- 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 Q12.15.4. 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 Scrutineers before continuing in the races or practice.

## **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 Motorsport UK Regulations C3.3
- 21.1.2. Arising from post-race Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK Regulations C3.5.1.(a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting may invoke the provisions of Regulation C3.5.1.(c).
- 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 Regulations 8.2 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 Yearbook 2024, Article 13 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 Reg. C7.1.5

21.9. Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the Championship. As per 2024 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.

## 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 a similar form shape and features as the 'standard' part and is made using similar 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 Porsche production vehicles in championship 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 Motorsport UK Technical Regulations are to those issued for 2024.

- 24.2. Vehicles must comply with sections J & Q Motorsport UK Technical Regulations
- 24.3. The design and fixation of the roll cage with the minimum requirements as shown in Motorsport UK Section K Appendix 2 drawings 9 is mandatory.
- 24.4. Door bars are mandatory as per Motorsport UK Regulation K1.3.5(b).
- 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. It must be attached and installed in accordance with the manufacturer's installation instructions.
- 24.7. A plumbed in fire extinguisher, as per Motorsport UK Section K 3.1 to 3.1.7 must be securely mounted to the cockpit floor with a minimum of 2 x 6mm diameter bolts with quick release brackets. Safety pins must be removed whilst competing or practising (including post practice/race scrutiny).
- 24.8. A Safety Harness is mandatory and must be fitted to Motorsport UK Reg Section K 2.1.2. to K2.1.12. and Q13.10.2 regulations.
- 24.9. A Crash Helmet to current Motorsport UK approved standard and clean fire-resistant overalls, balaclava, socks, gloves and boots as per K9 must be worn whilst competing or practising and available for inspection at pre-practice scrutiny.
- 24.10. The use of an approved FHR Device (HANS) is mandatory – see Motorsport UK Reg Section K 10.4

## 25. General Technical Requirements & Exceptions

- 25.1. The registered vehicle must have been produced as that specific body style, as per VIN, a vehicle registered as a coupe must have originally been a coupe and not a Targa or Cabriolet. The inclusion of body/chassis parts which are not appropriate to the registered body style are 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 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 race 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 £80 + vat each. Bracket - Connector kit – Cabling – Instructions.
- 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 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.
- 25.15. Where a vehicle is found to be in contravention of Championship Regulation 25.11 and 25.14 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.
- 25.16. 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 Championship 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 championship 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 Blue book.
- 26.7. Porsche club Motorsport reserve the right to power test any registered car during or after any race meeting. If cars are transported to such tests, then the cost of such will be met by the club but it will be the competitor's responsibility to collect their car once checks are completed, at their own cost.

## 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 8.1
- 27.7. The Organisers may (but shall not be obligated to) waive chassis regulations.

## 28. Bodywork / Exterior

- 28.1. Bodywork must be standard **OE** shape for the registered model. **(As per Appendix 9)**
- 28.2. No composite bodywork or panels are allowed 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. 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)
- 28.6. The removal of spot/auxiliary driving lamps is permitted (subject to Reg 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.
- 28.7. Number plate mounting brackets must be removed.
- 28.8. Non-visible external trim such as wheel arch linings may be removed.

- 28.9. Apertures for driver cooling are permitted.
- 28.10. Standard bonnet and boot catches must be removed and replaced with safety locking pins or clips.
- 28.11. Air scoops for brake and/or oil cooling may be fitted within the plan of the standard body panels.
- 28.12. 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.
- 28.13. Only standard **OE** spoiler's and aerodynamics for the registered model may be fitted. **(As per Appendix 9)**
- 28.14. 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.
- 28.15. Towing eyes must comply with Motorsport UK Regulation Q13.1.3.
- 28.16. Standard **OE** 'screw in' towing eyes will not be acceptable.
- 28.17. All models may be fitted with composite bolt on panels, subject to them being a true pattern of the **Standard OE part** and of sufficient quality. (Subject to regulation 23.2).
- 28.18. **A** standard **OE or Standard pattern** laminated type glass windscreen must be retained in the original position.
- 28.19. The use of plastic/polycarbonate side and rear windows is permitted and recommended (see Motorsport UK Reg. J5.20.8).
- 28.20. Only Standard **OE** or Standard pattern exterior door mirrors are permitted for the registered model.

## **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 Reg Q13.1.2

## **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. Note Motorsport UK Specification drawings K64 (a)(b)(c). Fixed mountings supplied by the seat manufacturer are strongly recommended. See Motorsport UK Reg. K2.2 through to K2.3.
- 31.6. Passenger seat must be removed during Qualify 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. 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 window 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. 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 including ancillaries must be standard **OE** for the registered model other than those specifically allowed modifications permitted in these regulations.
- 32.2. Power output must be **(as stated in Appendix 1)** for the registered model.
- 32.3. Carbon fibre and multi plate clutches are not permitted.
- 32.4. Models fitted standard with a dual mass flywheel may substitute with a solid flywheel of the same diameter.
- 32.5. The clutch lining material is free. (Subject to 32.3).
- 32.6. The clutch pressure plate should be of a standard **OE** production design and size.
- 32.7. All models may replace the 'early style' oil separator, with the 'later' version, or 'Motorsport' version.
- 32.8. 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.
- 32.9. Oil sump baffles may be modified.
- 32.10. 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.
- 32.11. Alternative oil pump housings are permitted to allow oil accumulator connection.
- 32.12. An adapter may be fitted replacing the standard **OE** oil filter housing to allow for the use of a 'spin-on' oil filter.

- 32.13. 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)
- 32.14. 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.
- 32.27. 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.

### **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. Standard **OE or standard pattern** design air filter elements must be retained.

- 34.2. Filter boxes and inlet trunking must be complete as manufactured and intact, no modifications are permitted.
- 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, J5.16.7-J5.17.
- 35.5. Exhaust manifolds must be standard for registered model.
- 35.6. 987 Cayman & Boxter models may modify standard OE manifolds or **alternatively fit Standard pattern manifolds.** (But are subject to Reg 35.7).
- 35.7. 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.

From January 1<sup>st</sup>, 2024, the above regulation will be replaced with the following –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 & Boxter models may modify standard manifolds (But are subject to Reg 35.7). 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 J5.18 appendix i Chart 5.18 section A.

### 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 registered model.
- 37.5. **An additional 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.
- 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. Pit to car and car to pit communication for any reason including telemetry is strictly forbidden.
- 38.20. Wheelbase must remain standard as registered model. (a maximum tolerance of +10mm will be allowed)
- 38.21. The use of Porsche Motorsport suspension parts is not permitted.
- 38.22. 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.

### 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 Section J 5.7.
- 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. Transmission

- 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) is mandatory. (As per Motorsport UK Reg Section K 5).
- 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) is mandatory (As per Motorsport UK Reg Section K 8).
- 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 Reg Section K 14.1.1 (a) and (b) and J5.14.5 14.9)

#### 42. Brakes

- 42.1. All brake components must be standard **OE or standard pattern** for the registered model.
- 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 Reg Section J 5.8.2.)
- 43.4. All four wheels fitted to the car must be of the same diameter.
- 43.5. 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)

235/645-18 DH SLICK  
 265/645-18 DHF 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.

235/645-18 DH SLICK  
 265/660-18 DHB SLICK

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

- 44.3. Tyre fitting and technical advice will be provided by Protyre 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 Protyre 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. 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 £10 per car and is valid for the entire season.
- 44.9. The tyre information must be submitted before qualifying at each race meeting.
- 44.10. The Race Tyre Control App should list all the slick tyres being nominated for use at each race meeting.

- 44.11. 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.
- 44.12. 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).
- 44.13. Wet tyres are not limited in number.
- 44.14. No control is placed on the number of tyres used in 'out of competition' testing.
- 44.15. 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'.
- 44.16. Tyres referred to in Reg. 44.14 above, cannot be passed from cars in AM to CP, irrespective of usage.

#### **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-race or post qualify scrutineering and include the weight of the driver and safety equipment as raced.
- 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 Reg Section J 5.12.2 and in such a manner as to prevent it from becoming a safety hazard in racing conditions. All models may carry a maximum 30kg. ballast within the front luggage compartment, subject to the above fixing constraints.
- 45.3. The Organisers will review the performance (Reg 8.12) 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 an official bulletin at least 7 days prior to the next race meeting of the Championship.
- 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 Reg Section E 4.1.3 and 4.1.4
- 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 super unleaded pump fuel as defined in the Motorsport UK Technical Regulations on sale to the public at a retail filling station may be used. All fuel additives 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 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 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 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.
- 47.8. Points will be deducted for any missing decals.

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

#### Appendix 1 – Weights and Power

Model	Max allowed rear wheel power (kW)	Nominal Power (kW)	Minimum Weight (kg)
CP			
Cayman S 3.4 2009-2012	211	235	1370
Cayman S 3.4 2005-2008	197	221	1295

<b>Carrera S C2 (997) 2009-2012</b>	<b>260</b>	<b>283</b>	<b>1600</b>
Carrera S C2 (997) 2004-2008	238	261	1460
Carrera S C2 (996) 2001-2004	209	232	1365
Carrera S C2 (996) 1998-2000	197	221	1295
<b>AM</b>			
<b>Boxster S 3.4 2008-2012</b>	<b>203</b>	<b>228</b>	<b>1460</b>
Boxster S 3.2 2005-07	184	206	1390
Boxster S 3.2 2003-04	168	191	1330
Boxster S 3.2 1999-2002	162	185	1310

## 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 Motorsport Ltd, 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 kW). 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 kW figure to 'standard'.
- 1.6. Prior to the test being run, the following will apply:
  - 1.6.1. The vehicle will be run, mounted to the hub dyno for a period of 10 minutes to ensure 'normal working temperature of engine and transmission', determined either by the vehicles own temperature gauge or separate temperature measuring equipment prior to the power test.
- 1.7. The engine power test results will be measured in Kilowatt.
- 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 307584

#### **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

#### **Appendix 7 – Decal Supplier**

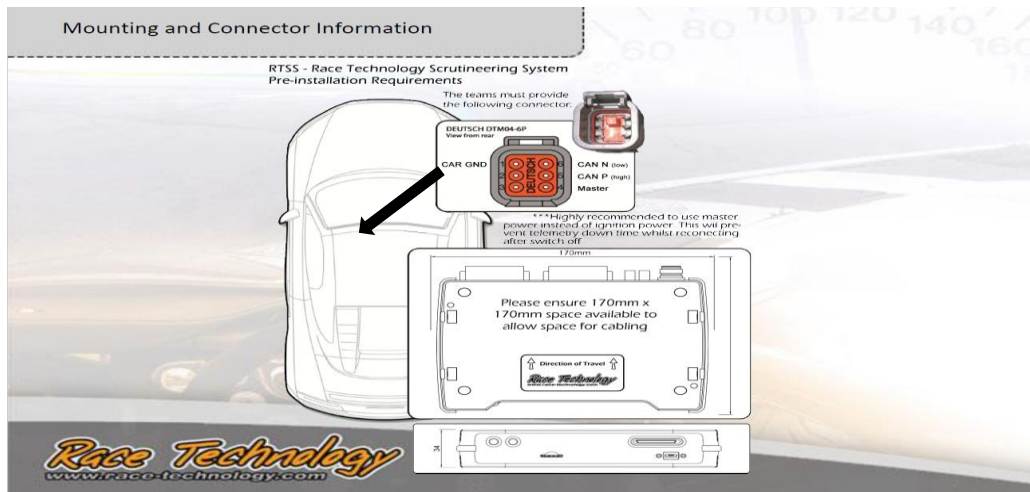
Additional decals can be purchased direct from:

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



### Changes from 2023 Regulations: - Highlighted in Red

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

#### 2.3 Championship Stewards:

James McNaughton – Porsche Cars Great Britain

4.1 Registration Fee to the Co-Ordinator at least fourteen days prior to the date of the first race meeting being entered.

4.5 The 'fourteen day' rule for registration (Reg 4.1) may be waived by the organisers in the event of 'Force Majeure'.

5.1 The Porsche Club Championships will be run at Inter Club status and contested over 7 race meetings as follows incorporating the following:-

Class 1 now to be known as Porsche Club Motorsport Championship with Pirelli – (CP)

Class 2 now to be known as Porsche Club Motorsport AM Championship with Pirelli – (AM)

6.2 CP & AM Pole position = 1 point – in the event of a Multi Header format, to be awarded in each race.

6.3 CP & AM Fastest lap = 1 point – In the event of a Multi Header format, to be awarded in each race.

6.9 The drivers best 12 scores will determine their final Championship points total. If a driver enters the Championship after the 4<sup>th</sup> race of the season, they will not score points.

6.10 If a driver is disqualified from a race for any reason this WILL be counted as one of their 12 best scores at 0. Two or more disqualifications in a season will result in exclusion from the next entered race.

- 7.2 Following the races trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> irrespective of Championship. Trophies will also be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in Porsche Club Motorsport AM Championship with Pirelli. This will apply to Multi Header format races.
- 7.3 Championship 'Year-End' trophies will also be awarded for competitors – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> to the holder of the greatest number of qualifying points for each individual Championship.
- 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.
- 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 races unless at least four other races have been entered.
- 8.2.1 Organisers should notify Competitors of the times and locations of all briefings in the Final Instructions for the meetings. Competitors must attend all briefings, a fine will be given to anyone not attending of £250 as per (G 5.3.8).
- 8.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (General Regulations Q12.4) unless they have raced on the layout in the last 12 months.
- 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 a similar form shape and features as the 'standard' part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the 'standard' part.
- 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.
- 25.7 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.
- 25.13 The data may also be used by the organiser to balance the performance of cars in the Championship, at any time even during a race weekend.
- 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.
- 28.1 Bodywork must be standard OE shape for the registered model. **(As per Appendix 9)**
- 28.13 Only standard OE spoiler's and aerodynamics for the registered model may be fitted. **(As per Appendix 9)**

- 28.14 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 Standard OE 'screw in' towing eyes will not be acceptable.
- 28.17 All models may be fitted with composite bolt on panels, subject to them being a true pattern of the Standard OE part and of sufficient quality. (Subject to regulation 23.2).
- 28.18 A standard OE or Standard pattern laminated type glass windscreen must be retained in the original position.
- 28.20 Only Standard OE or Standard pattern exterior door mirrors are permitted for the registered model.
- 31.2 Standard OE dashboards must be retained.
- 31.4 All models may fit composite, standard OE or standard pattern internal door panels.
- 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.
- 31.19 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.
- 31.19 The standard OE dashboard must be retained. Minimal trimming / cutting of the dashboard is permitted to allow for roll-cage fitment only.
- 32.1 Engines and their components including ancillaries must be standard OE for the registered model other than those specifically allowed modifications permitted in these regulations.
- 32.6 The clutch pressure plate should be of a standard OE production design and size.
- 32.12 An adapter may be fitted replacing the standard OE oil filter housing to allow for the use of a 'spin-on' oil filter.
- 32.15 Carrillo conrods may be used as an alternative. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.16 ARP bolts are permitted. Not permitted on 997.2, Cayman 987.2 or Boxster 987.2
- 32.17 Alternative non-standard big end shells 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 997.2, 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
- 32.22 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.
- 34.1 Standard OE or standard pattern design air filter elements must be retained.
- 35.6 987 Cayman & Boxter models may modify standard OE manifolds or alternatively fit Standard pattern manifolds. (But are subject to Reg 35.7).
- 35.8 All Gen 2 models must retain standard OE catalytic converters.
- 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.
- 36.7 Gen 2 models are not permitted to adjust in any way the original engine ECU software mapping.
- 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.
- 37.2 No additional components, sensors or functions may be installed except for a singular fuel pressure sensor.
- 37.5 An additional fitting is permitted to allow safe draining of the fuel system.
- 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.
- 38.5 Only adjustment within the scope of the standard OE design is permitted.
- 38.11 Adjustable blade or slide adjustable roll bars are not permitted.
- 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.
- 38.22 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.
- 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.
- 39.6 Standard OE wheel retaining bolts must be replaced with studs and high-quality steel wheel nuts.
- 40.1 Only manual H pattern gearboxes are permitted as per registered model.
- 40.2 Transmission and final drive must be standard OE for the registered model.
- 40.3 All ratios (including crown wheel and pinion) must be standard OE for the registered model.
- 41.4 The standard OE high-Level brake light must be fitted and fully operational at all times.
- 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.
- 42.1 All brake components must be standard OE or standard pattern for the registered model.
- 42.8 Standard OE ABS, ABD and ESP as fitted must be installed to manufacturer specification.
- 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.



235/645-18 DH SLICK  
265/660-18 DHB SLICK

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

#### Appendix 1 – Weights and Power

Model	Max allowed rear wheel power (kW)	Nominal Power (kW)	Minimum Weight (kg)
<b>CP</b>			
Cayman S 3.4 2009-2012	211	235	1370
Carrera S C2 (997) 2009-2012	260	283	1600
<b>AM</b>			
Boxster S 3.4 2008-2012	203	228	1460

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

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

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29<sup>th</sup> January 2024