

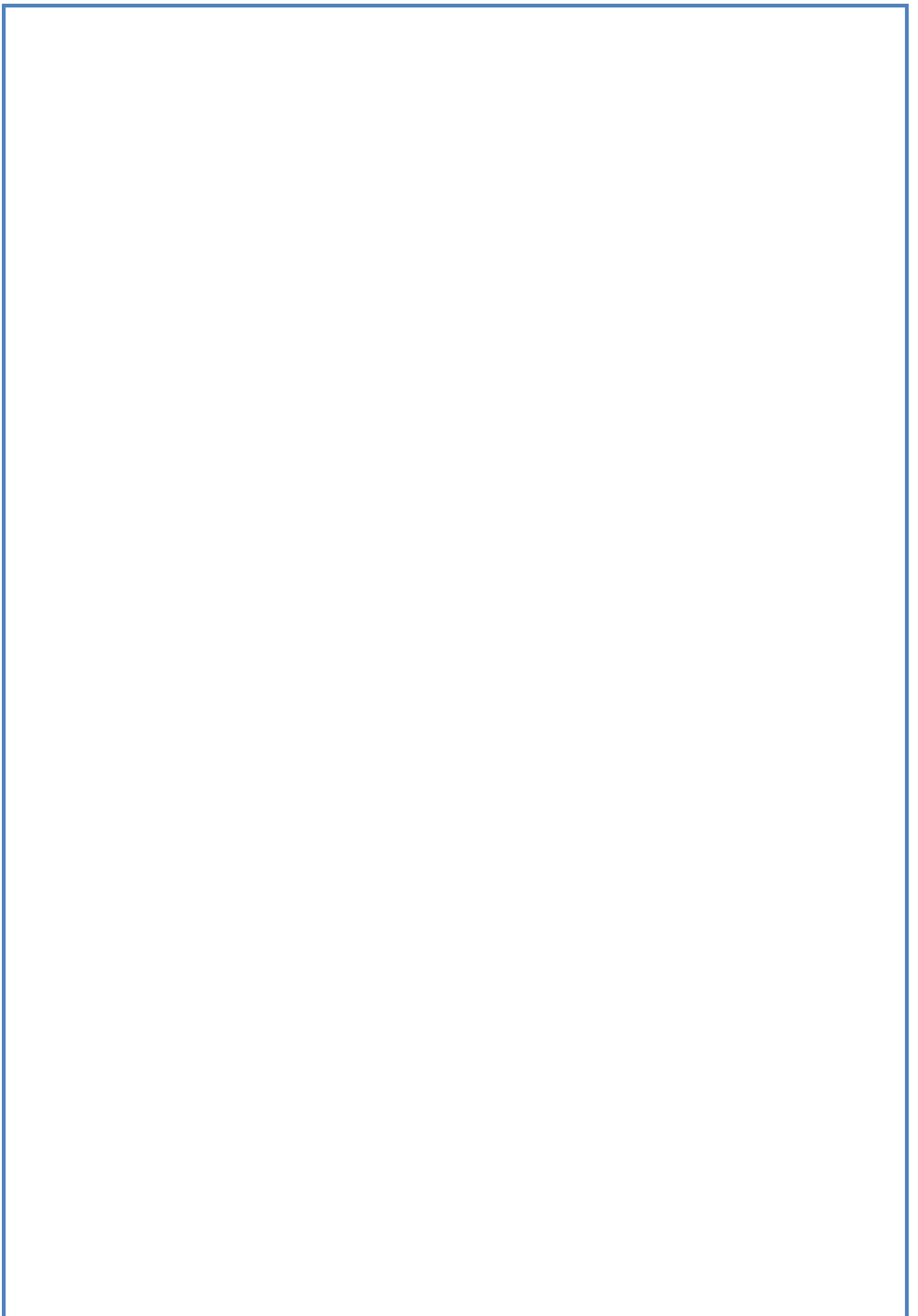
PORSCHE CLUB

MOTORSPORT

From Armchair to Race Track

A guide to Porsche Club Motorsport and Track Days





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What is Porsche Club Motorsport about ?

Porsche Club motorsport consists of motorsport activities organised by the Porsche Club for its members.

These activities require every participant to be a member of Porsche Club GB and to be competing in a Porsche. The Regulations applicable to each form of competition will determine which Championship that car can be used in. The Club organises three Championships, as below.

The Porsche Club Speed Championship is generally viewed as the first step into motorsport and involves both hillclimb and sprint events. Our championship has a mix of people who are just starting out in motorsport, but do not have a desire to race and feel more comfortable being on their own against the clock.

Some are absolute beginners just starting out and others have been competing over many years – a mix of ‘newbies’ and past champions.

The Porsche Club National Hillclimb Championship is, as its name suggests, a championship focussed just on specialised hillclimb events. The championship is invited to be part of high-profile hillclimb meetings, but can still accommodate absolute novices, even with standard road cars.

The Porsche Club Championship is a race championship aimed at Club members who want to race their Porsche against other Porsches. The racing is close and competitive but always in a friendly atmosphere.

All of the Club’s motorsport takes in the highest profile venues available to that particular discipline. The Speed and Hillclimb Championships are invited to compete at places such as Shelsley Walsh, Gurston Down, Prescott, Harewood Hillclimb and Loton Park. In addition, the Speed competitors get to Sprint at Castle Combe, Croft, Goodwood, Anglesey and Curborough.

Competitors in the Porsche Club Championship get to race on famous tracks such as Silverstone GP circuit, Brands Hatch GP circuit, Brands Hatch Indy circuit, Oulton Park, Donington Park and Croft circuit.

The Porsche Club tries to ensure that – where possible – the events in each championship have a geographical spread to reflect the geographical spread of its membership. But overall, the intention is to provide motorsport that is whilst being competitive for those who want to be, is also fun, friendly and organised in a relaxed and ‘clubby’ manner.

Summary of Porsche Club Championship

At some time we will all have sat in front of the television watching the red lights go out for the British Grand Prix with Lewis Hamilton and co. starting another Grand Prix, dreaming how good it would be to have a go at motor racing.

All over the UK on most weekends there is some sort of motor sport taking place and enjoyed by people from all walks of life, not just professional racing drivers.

In 2019 it could be you sat on the grid on the Silverstone Grand Prix circuit waiting for the red lights to go out, racing a Porsche in the Porsche Club Championship.

Below we explain briefly about how you can get involved and experience the excitement of Porsche Club Motor Sport. This booklet starts with the Porsche Club Championship and describes what is involved in the Club's racing. We then go on to describe the other options of the Club's Hillclimb Championship or the Speed Championship.

Petro-Canada Lubricants Porsche Club Championship with Pirelli



Porsche Club Great Britain have been running the Porsche Club Championship for the past 14 years. It is for production Porsches and based on a power to weight formula which allows for competitive racing between different model types. Cars are split into three separate classes to ensure different model types can be used and be competitive.

Currently the popular cars in the Championship are the 996 Carrera 2, Cayman and Boxster models with the 997 being introduced in 2018.

The championship consists of 7 rounds, with each round comprising a 20-minute qualifying session and two 25-minute races. The Championship takes in the Major UK circuits including Silverstone, Brands Hatch and Oulton Park, Donington Park and Croft.



The intention is that most rounds will take place on one day of a weekend (there are odd exceptions), allowing for reduced cost for competitors and preparers. It also provides some weekend time at home.

All rounds are filmed and televised.

Equipment needed to compete

The first stage is to get a MOTORSPORT UK racing Licence, (see separate notes towards the back of this document - but a minimum of National B Race would be required to compete in the Porsche Club Championship).

This entails getting a racing licence pack from the MOTORSPORT UK and taking an ARDS assessment which entails a written examination on the rules of motor racing and a driving test on a track to show basic competence. You will also need to have a basic medical at your doctors if you are over 18. Further details can be found further on in this booklet.

The next stage is to get the appropriate racing clothing Helmet, HANS device, race suit, shoes and gloves. (Some items can be purchased through Club Shop on the Club website).



Getting the car

Now for the slightly harder bit, sorting out a race car and how you are going to run it.

Motor racing is never cheap, but if done correctly your spend can represent reasonable value for money. However, a poor decision at this stage could use up a lot of your racing budget. You will need to ask lots of questions and do your research, careful planning and being realistic will keep your costs down in the long term. It's all too easy to buy a cheap car and spend a lot of money trying to make it fit for purpose. Always check a car's provenance and get a professional to check it out.

Existing or past competitors will often advertise a car for sale on the Motorsport website and this is a good place to start..

The Porsche club championship is supported by a number of race car preparers and motorsport specialists located all around the country. Preparers often have cars for sale or could build one for you. They are also able to offer a range of services, including tuition and trackside support. The club can put you in touch with a local specialist. You can also build your own car if you have the appropriate skills or you can get a car prepared at a local specialist and run it at

the race meeting yourself. Another possible alternative is to rent a car, either for a whole season or 'round by round'. This is certainly a way to put a 'toe in the water' of motorsport, without having to acquire a car of your own. Some preparers may be able to offer this service and they could provide guideline costs.

Car choice will come down to which class of the championship you wish to race in. Your decision may be influenced by your experience and budget. The lower classes will be less expensive, with restrictions on the number of tyres competitors are allowed to use.

Examples of Club Championship Cars

Class 1

997 C2S / 996 C2 / Cayman S / – Generally experienced drivers but novices can also compete. Cars prepared by specialist arrive and drive with trackside support, Permitted to use new Pirelli slick tyres each round (every two races and one qualifying session).



Class 2

Boxster S 3.2 / Cayman 2.7 / 964 - Novice / Intermediate drivers. Cars prepared at specialist, trailered to race and run by driver and friends. Permitted to use a new set of Pirelli slicks every other round (every 4 races and two qualifying sessions).

Class 3

Boxster S 3.2 – Built to specific 'Restoracing' Regulations and run by Official Porsche Centres. Cars will carry 'Iconic' Porsche race liveries.



Class 4

Boxster 2.7, 968, 944 S2, early 911 – This class is the ideal place for the less experienced / novice or driver on a tight budget. Many cars will be self-run or run by driver with friends. A maximum of two sets of Pirelli Trofeo R road tyres per season and reduced Championship registration fee.

Time to go racing

So you have your race licence, race-kit and car and have done some track / test days to make sure everything is running ok. What happens on the average Porsche club race meeting..

At most circuits there is testing the day before a race meeting, You can do a whole day - 4 x 30-minute sessions or half a day - 2 x 30-minutes. Testing is a chance to learn the circuit and get feel for the car's performance, You can also arrange tuition from a suitably qualified instructor , this can be really useful for those unfamiliar with the circuit.

Race Day

A typical race day would start at about 7.30am with signing-on and scrutineering to ensure your car and kit meets MOTORSPORT UK safety rules. Porsche Club Motorsport caters for competitors throughout the day, starting with breakfast at about 8.00am at the Porsche Club Motorsport Race Centre.

Starting at about 9.00am there will be a 20-minute qualifying session. During this session you will be timed and your quickest time will determine your position on the grid for the first race and your second quickest will determine your second race start position. It is important to complete a minimum of 3 laps, so a relatively gentle start to the session is advised.

There is a mandatory driver briefing, usually about 10.45am where the Clerk of the Course runs through start procedures , safety car and track limit rules.

The first race will be around 11.30am. You will be called to the collecting area about 30 minutes before the race and lined up in grid order, you then take your position on the grid and get a green flag lap to assess track conditions .The drivers then re-form the grid and the red lights go on, after a small pause the lights out and 25 minutes of intense concentration and flat out racing begin. At the end of the race the chequered flag is waved indicating the end of the race and the cars return to Parc Ferme , where they are weighed and checked for compliance with the regulations.



competitors to socialise and recount stories from the race with each other and create a good atmosphere around the racing.

Porsche Club Motorsport has its own Race Centre in the paddock and our caterers provide lunch for the competitors and teams , extra tickets can be purchased for family and sponsors , this is an important part of our racing package as it allows





Usually the second race will be around mid-afternoon, giving you time to refuel and check over the car same procedure as race 1. Race two is the chance to try and go faster and beat your fellow drivers.

After the second race we carry out an Award Presentation at the Motorsport Race Centre and then it is time to head off home and get ready for the next race weekend,

Race results and DVD's (each round of the Porsche Club Championship is televised and a DVD of the broadcast footage is sent to each registered competitor) are sent out following the race meeting so you can watch yourself racing and see what everyone else did in the race.

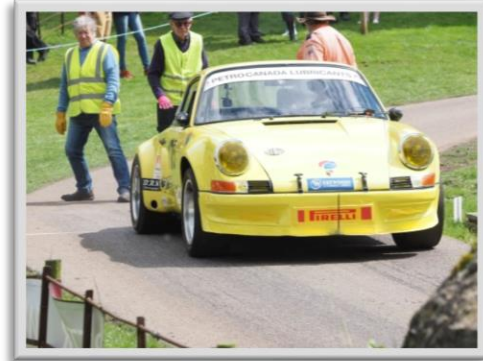
Approximate costs:

Race Licence	-	£105
ARDS test	-	£250
Medical	-	£100
Helmet	-	£250
Race suit	-	£250
Hans device	-	£300
Race Boots	-	£110
Race Gloves	-	£50
Boxster Race car		£16000 - £24000
996 Race car		£24000 - £40000
Pirelli tyres 18"		£1200 per set of 4
Racecar preparation at specialists		£200-500 per meeting
Track side support		£300 - £1500 per meeting
Club registration fees		£580
Race Entry average		£520
Track Day – depending on venue		£250 - £500
Testing		£280
Race trailer		£1000 - £6000 (you can spend more if you try !)

Porsche Club National Hillclimb Championship

Hillclimbing is a branch of motorsport in which drivers compete against the clock to complete an uphill course. It involves a standing-start and the courses vary in length from Shelsley Walsh at 0.914Km to Harewood Hillclimb at 1.448Km.

The Petro-Canada Lubricants Porsche Club National Hillclimb Championship is a championship of 10 rounds taking in the major Hillclimb courses in England. A maximum of 8 rounds can be counted towards the competitor's final points score.



The cars are split into two classes:

Class 1 is for modified cars competing on slick competition tyres – or wet racing tyres in wet conditions.

Class 2 is for road going cars using road legal tyres, in road legal condition.

This is a very competitive championship run at high-profile Hillclimb events and provides an opportunity to put a 'toe in the water' of motorsport and competitive driving. It is also possible to enter using a standard road car with no alterations.

All but one Championship round are 2-day events with practice one day and competition on the next. Prescott is a 2-day meeting, but each day will include practice and competition runs.

To compete in the Hillclimb Championship a Non-Race National B Licence will be required.

Porsche Club Speed Championship

The Petro-Canada Lubricants Porsche Club Speed Championship with Pirelli combines the disciplines of Hillclimb events and Sprint events in one championship



Sprinting is a great way to participate in motorsport. As a competitor you are competing against the clock so you don't encounter other vehicles on track.

There is a wide range of venues such as race and kart tracks, airfields, a few stately homes and even the odd purpose built sprint course. These permit you to drive as fast as your car and abilities will allow with little likelihood of you coming into contact with anything solid.

The championship runs over 12 rounds, split evenly between Hillclimb events and Sprint events. The cars are divided into 4 classes, determined by horsepower, so there is a class to accommodate all Porsches.

This is a well-supported, competitive championship which provides both close competition and an opportunity for a 'toe in the water' of motorsport and competitive driving. It is also possible to enter using a standard road car with no alterations.

To compete in the Speed Championship a Non-Race National B Licence will be required

How to get Your Race Licence and start racing

It is not necessary to have any prior track driving experience before applying for a race licence - you can simply take the following steps:

1. **Get your MOTORSPORT UK Go Racing Starter Pack (ARDS)** - Commonly referred to as the 'ARDS Pack' this is the first step to getting your MOTORSPORT UK National B Race Licence. It includes the Novice application form which includes the cost of your first licence, MOTORSPORT UK Pen, Specimen Licence and a DVD, which contains the MOTORSPORT UK Yearbook and a video on Racing. It costs £99 including VAT (which covers the cost of your first licence fee) and can be purchased from the MOTORSPORT UK website: http://shop.MotorsportUKuk.org/product_details.asp?id=4023. When you receive your pack you'll need to do the following:
 2. **Watch The DVD** - Watch the Go Racing DVD supplied in the pack two or three times. We will explain why later.
 3. **Get Your Medical carried out** - Make an appointment with your GP for a medical examination. Fill in the application form and take it with you to your doctor who will need to fill out the medical section, stamp and sign it. Medical fees are likely to be around £70.
 4. **Take your MOTORSPORT UK Novice Driver Training Course (ARDS Test)** - The NDTC (commonly known as the ARDS Test) is a half day course and assessment you need to complete to qualify for a race licence. The course is available at several ARDS member Racing Schools which I'll list below. The course costs around £300 (prices vary). The course consists of:
 - i. A briefing and general discussion about track driving techniques by a senior Instructor.
 - ii. Watch the Go Racing DVD - this is the same DVD you will have watched already, but it's part of the course and serves to refresh your memory in preparation for the written test.
 - iii. A written test. All of the questions are answered in the DVD provided in the Go Racing Starter Pack, hence it is important to watch it several times before taking the course. There are four sections to the written test; section 1 covers flags and a single wrong answer means failure of the entire course, so it is important to know your flags; sections 2 and 3 cover safety and general race day procedures, the answers are multiple choice and often common sense will tell you the answer, but a single wrong answer in these two sections will also mean failure of the whole course; section 4 covers general questions - you're allowed 2 incorrect answers in section 4, but any more than 2 incorrect answers means failure of the entire course.
 - iv. Driving - Your instructor will drive for a number of laps to demonstrate lines, driving techniques and the pace he will ask you to drive at during your assessment. You will then drive under instruction for at least 40 minutes until your instructor is satisfied that you are ready to be assessed. At the end of the session your instructor will ask you to drive for 2 or 3 laps at a reasonable pace without instruction while he assesses you. You will be expected to demonstrate that you

understand and are able to drive on the racing line, smoothly and consistently and without incident. Spinning or otherwise leaving the track at any time during the driving part of the course results in a fail of the entire course.

- v. Debrief including what to expect on your first race day, and your opportunity to answer any questions.
5. **Send Your Application Form To MOTORSPORT UK** - When you have successfully completed your Novice Driver Training Course your instructor will check that your form is filled in correctly (including a recent photograph), stamp it with the school stamp and sign it. You can then send your application in to the MOTORSPORT UK Licensing Department and you should receive your licence within couple of weeks.

Start Racing...

Once you've got your National B Race Licence you can start racing. You'll have to decide what you want to race.

When you have a car to race, you will need to join the Championship (complete and submit the Championship Registration Form and submit it to the Club along with the appropriate Registration Fee) and download the Race Entry Forms from the motorsport website and enter the races you want to do. The fees depend on what races you intend to enter, but expect to pay somewhere in the region of £490 per meeting.

Having Entered

Having entered a race you will receive final instructions and tickets in the post. The instructions will include the timetable for the race meeting which will tell you when you need to sign on, when you and your car need to attend scrutineering, and when your qualifying session and race(s) are. This will also be emailed to you by Porsche Club Motorsport, along with our timings for the day including catering times and Award presentation times.

At signing on you will need to produce your race licence. Don't forget it or you'll pay a fine (or not race).

At scrutineering MOTORSPORT UK officials will check your car for track worthiness, safety and that it complies with the regulations; they'll also check that your race suit, helmet, gloves and boots are in date.

When your qualifying or races are due to be run you'll (your race) be called to the assembly area about 30 minutes before. The Championship Co-ordinator will also walk around the paddock reminding you. You'll need to be there with your car, in your race kit, ready to go on the circuit, and follow the instructions of the marshals.

These are the basics and the same process can be used to acquire a Non-Race National B Licence to compete in the Hillclimb and Speed Championship.

Contacts:

Motorsport UK

Motorsport UK
Motorsport UK House
Riverside Park, Colnbrook, SL3 0HG
Tel: +44 (0)1753 765000
Competition Licence Section: +44(0)1753 765050

Contacts for Racewear

Porsche Club Shop 01608 652911 / www.porscheclubgb.com
Demon Tweeks 0844 815 8610 / www.demon-tweeks.co.uk
GP Racewear 01327 855585 / www.gpdirect.com

Vehicle Preparers / Hirers

Company	Contact	Tel. No.	Location
Brookspeed	Martin Braybrook	02380 641672	Hants.
Car-Tech & Care	Dave Raper	01748 810788	N. Yorks.
County Classics	Ian Gorham	01892 722067	Kent
EMC Motorsport	Kevin Eacock	0121 328 2225	West Mids.
Hartech	Rob Carnson	01204 302809	Bolton
Lodgesports	Ernie Cheetham	07778 666911	Manchester
Newbridge Motorsport	Richard Tovey	01296 682652	Milton Keynes
Strasse	Dave Forrest	0113 234 0911	Leeds
Track Focussed	Sean Cooper	07739 017785	Cheshire
Trofeo Cars	Graham Heels	07850 218077	Norfolk
SW Engineering	Stuart Wallace	07846 607016	W. Sussex

Porsche Club Motorsport Official Power Test Facilities

Superchips Limited

Buckingham Industrial Park
Buckingham MK18 1XJ

Open weekdays 8.00am-5.00pm
Tel: +44 (0) 1280 816781
Email: sales@superchips.co.uk

Porsche Club Motorsport Organisers

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

Tel: 01608 652917
Email: motorsport@porscheclubgb.com
Website: www.porscheclubgb.com

2019 Motorsport Dates:



Porsche Club
Championship



20 April	Donington Park Circuit
4 May	Brands Hatch GP Circuit
6 July	Brands Hatch Indy Circuit
7 July	Brands Hatch Indy Circuit
27 July	Snetterton 300 Circuit
31 August	Oulton Park International Circuit
28 Sept.	Donington Park Circuit



Petro-Canada Lubricants Porsche Club National Hillclimb Championship

20 / 21 April	Loton Park
25 / 26 May	Gurston Down
1 June	Shelsley Walsh
22 June	Prescott
23 June	Prescott
6 July	Harewood
7 July	Harewood
27 / 28 July	Wiscombe Park
10 August	Shelsley Walsh
24 / 25 August	Gurston Down
7 / 8 Sept.	Prescott
28 / 29 Sept.	Loton Park



Porsche Club
Speed Championship



4 May	Anglesey	Sprint
5 May	Anglesey	Sprint
8 June	Loton Park	Hillclimb
9 June	Loton Park	Hillclimb
22 June	Prescott	Hillclimb
23 June	Prescott	Hillclimb
7 July	Harewood	Hillclimb
27 July	Castle Combe	Sprint
3 August	Goodwood	Sprint
24 August	Curborough	Sprint
1 September	Three Sisters	Sprint
22 Sept.	Shelsley Walsh	Hillclimb



PORSCHE CLUB

TRACKDAYS

Date	Day	Venue	Location
3 April	Wed.	Cadwell Park	Lincolnshire
13 / 14 April	Sat/Sun	Spa Francorchamps (invitation)	Belgium
25 April	Thurs.	Castle Combe	Wilts.
8 May	Wed.	Brands Hatch Evening	Kent
18 May	Sat.	Anglesey	North Wales
24 May	Fri.	Blyton Park (TBC)	Lincs.
27 May	Mon.	Goodwood	W. Sussex
26 June	Wed.	Snetterton	Norfolk
6 June	Thurs.	Castle Combe	Wilts.
9 July	Tues.	Goodwood	W. Sussex
18 July	Thurs.	Castle Combe	Wilts.
29 July	Mon.	Silverstone GP Circuit	Northants.
1 August	Thurs.	Donington Park – Unlimited noise	Leics.
8 August	Wed.	Goodwood	W. Sussex
17 August	Sat	Goodwood	W. Sussex
17 August	Sat.	Knockhill	Fife
21 August	Wed	Croft	N. Yorks
5 Sept.	Thurs.	Castle Combe	Wilts
20 Sept.	Fri.	Oulton Park International	Cheshire
30 Sept.	Mon	Brands Hatch Indy (Full Day)	Kent
11 October	Fri.	Goodwood	W. Sussex
12 October	Sat.	Goodwood - Charity Day	W. Sussex
17 October	Thurs.	Castle Combe	Wilts.

Track Days should be booked via the Porsche Club Website – www.porscheclubgb.com. For advice or help in booking, call the Porsche Club Office via the telephone - 01608 652917.

Track Day preparation

This is a brief Track Day guide for drivers of all experience.

Porsche Club Track Days are fun events at which you can extend both yourself and your Porsche as far, or as little as you want within a controlled environment.

For those who have not attended a Porsche Club Track Day before, this guide is intended to help you make the most of your day. All drivers will have to attend a compulsory briefing before they are allowed onto track, so it is always sensible to arrive for signing-on in plenty of time.



Our days are not in the least bit competitive and anybody found timing, or being timed, will be asked to vacate the venue! Even so, the cars (and the drivers) can encounter higher stresses than would ordinarily be encountered on the road. For this reason, it is important that drivers are satisfied the car is up to the task. Unless the car has been serviced very recently, it is advisable to get it checked prior to taking it on a Track Day. As a guide, things you should consider are:

Noise



Circuits are coming under increasing pressure from local residents and various environmental groups regarding noise issues. Some circuits have more difficulties than others and therefore are required to operate to differing noise limits. Most of the circuits used by the Club operate to a static noise limit of 105dBA. This will usually mean that all standard equipment Porsches should not have a problem, but some GT models (GT3 and GT4) are close to the limits and are not

suitable for Brands Hatch events. All cars must pass a noise test before they are allowed on track and instructions on where to go will be provided on the day.

Brakes

Hard use of the brakes will increase the temperatures to which components are subjected. Pads, which are getting low, may struggle to cope with the extra heat and 'brake fade' may result. Thin (worn) discs may be prone to distortion if used to extremes. Brake fluid may need to be changed as it absorbs moisture over time, leading to a spongy pedal under hard use. It is recommended that brake fluid should be changed at least every two years. A high temperature fluid (DOT4 or 5) is advisable (standard on later model Porsches). Many brake manufacturers can offer a

range of brake components and upgrades or just high temperature brake fluids for those who want to improve their car's braking capability even further.

Tyres

Are they in good physical condition with no damage to sidewalls? If the tread is low, this may improve the feel of the car and its stability under dry conditions, but if it rains you may find yourself in trouble. As with all things in life, this element relies on compromise. Brand new tyres will feel 'slippery' until they have bedded in and the deep tread blocks may make the car feel 'fidgety' when cornering hard. Generally, Porsche tyre pressures do not need to be increased for track use. In fact for some models (later 911s in particular), you will need to lower the rear pressures, perhaps by 6-8lbs or more, depending how hard the car is being driven and how much heat is being generated within the tyres.



As a general rule of thumb – until you know that you need to change tyre pressures, leave them standard. A mix of tyre makes on the car is not to be recommended and may lead to strange handling characteristics, particularly when driven hard. Driving quickly on a circuit will use the tyres harder than normal, but wear will not be excessive unless driven erratically. Quick driving means using the grip, not exceeding it or sliding the car around. The edges of the tread blocks will 'feather' slightly, but normal road driving will tend to flatten them off again.

Vehicle contents

You should make sure that all unnecessary and loose items are removed from the car, preferably before you set off for the circuit, as this avoids a job on the day. Loose contents can fly around inside the car under braking and cornering and are therefore a potential danger. This applies equally to mobile phones, which should be switched off to avoid distractions. Hand-held cameras will not be allowed and neither will any form of time-keeping. The use of timing equipment will see that driver sent home.



Fuel

Some circuits offer fuel 'on-site', but it is usually less expensive to fill up before arriving at the circuit. You may not be able to get 'super unleaded' at the track. Your car will consume more fuel than you imagine when driven hard on a circuit, therefore arrive with at least half a tank to save time-consuming journeys to the pumps.

Note: as a rule, more fuel in a 911 allows for better 'turn-in' to corners and reduced understeer.

Lubricant levels



Engines used at high revs may consume more oil than under normal use. If necessary, bring a can to top up if you know the engine is consuming oil. Do not over-fill the engine oil and, for 911 models, keep it no higher than $\frac{3}{4}$ mark on the dipstick. Any higher and it may overflow when hot and the oil expands. The resulting mess is embarrassing (for the driver) and may lead to the car being taken off-track. It is also advisable to check the transmission oil before the event.

To a greater or lesser degree these points can also apply for road use. For example, extreme geometry settings or mixing of tyres will lead to inconsistent or erratic handling whether driven on the road or on a track. In addition, personal safety is of great importance and, for that reason, the following points need to be observed:

Crash helmet

A crash helmet must be worn at all times when a driver or passenger is on the track. These do not need to be to the latest racing standard, but they must be in good condition. The Club will always have a number of helmets available for 'loan', but there may not be sufficient for everyone who is taking part. A small fee of £10 will be charged for the use of our helmets. If you have your own, do please bring it with you. Increasingly circuits are insisting that cars with soft-tops (even if closed) will require driver and passenger to wear Full-face crash helmets. Please be aware !!



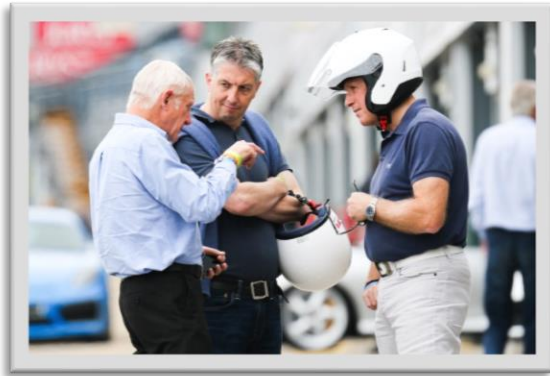
Clothing

It is not necessary to wear special clothing, but (for reasons of safety, not modesty) arms and legs must be covered at all times. Therefore, shorts or short-sleeved shirts are not acceptable, whatever the weather.

Driving licence

All drivers will be required to show their driving licence when signing on before the event. This is not to check how many points you have, but to ensure you are able to drive a car legally. Regrettably, no licence – no track time and no refund!

Insurance



Some insurance companies will extend road risk cover to include Club organised Track Days. Check with your insurance company or broker and stress there is 'no competition element' to the day. Some companies can offer 'one-off' accident cover for these events and we will send contact details with joining instructions, but your own insurer is probably the least expensive route. This is something worth considering when your road risk policy is due for renewal. Taking out a cheap policy which does not cover Track

Days, will undoubtedly result in significantly higher costs to get Track Day insurance cover later on. If in doubt, speak with our insurance partner, Lockton on 0845 602 9420.

Insurance Indemnity

All drivers and passengers going on circuit will be required to complete a number of insurance indemnity forms. These will be sent out / emailed with the joining instructions (or may be completed when making your online booking) and should be brought to signing on, completed, to save time. These days, most circuits will also require their own indemnity form to be completed.



After attending a number of Track Days you may find you have been 'bitten by the bug' and you want to get quicker, or take it to the next stage and enter competitive events. The Club can provide the opportunities through its Speed Championships or the Porsche Club Championship.

So, look through the Track Day dates listed and get your bookings in quick to avoid disappointment







This is a brief guide to summarize what Porsche Club Motorsport is about and how to get involved. For more details and regulations please see the Porsche Club Motorsport website – www.porscheclubgb.com or contact Porsche Club Motorsport - Tel: 01608 652917

Porsche Club

C h a m p i o n s h i p



Porsche Club

S p e e d C h a m p i o n s h i p



PORSCHE CLUB

TRACKDAYS

In addition to the motorsport championships, the Porsche Club also organises Track Days for its members to drive their Porsche on various race tracks in the UK. These days are organised to provide for fewer cars on the day than usually found on commercial track days. This creates a safer, more relaxed and friendlier environment where the other drivers on the day are like minded individuals who also take pride in their Porsche.

You can also subscribe to Newsletters for each discipline – including Track Days – by registering your details on the Motorsport site. Simply go to the site Homepage, scroll down the left side of the page and enter your details (email address and name) where it says 'Newsletter', choose the discipline of interest and click subscribe.

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