



P O R S C H E C L A S S I C

# BOXSTER CUP

with



**Regulations 2020 – Final**

19/12/2019

## 1. SPORTING REGULATIONS – General

### 1.1 Title and Jurisdiction:

The Porsche Classic Boxster Cup (the Championship) is organised and administered by the Porsche Club Great Britain (PCGB) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. It is eligible to Drivers competing in 986 type Porsche Boxster models of Model Year 1999 to 2004, complying with these Regulations.

**As a simple guide, the cars will be the same specification as the Classic Restoracing Championship of 2019.**

Motorsport UK Championship Permit No: **CH2020 / 114**

Race Status: Interclub

Motorsport UK Championship Grade: 'C'

1.1.2 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to 'force majeure' or for safety reasons, or if requested by the authorities including the FIA, by means of Official Bulletins. The Organisers further reserve the right to cancel events if necessary due to exceptional unforeseeable conditions and are not liable for any damages so incurred as a result D11.1.3.

### 1.2 Officials:

1.2.1 Co-Ordinator: Steve Kevlin Porsche Club GB - 01608 652917

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

1.2.3 Championship Stewards:

James Toye	Porsche Cars GB
David Willey	MSVR
Paul Grainger	PCGB

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

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

**(W)2.2.1** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing to impose a penalty in accordance with C.2..1, subject to the rights of appeal to the MSC provided in Section C.

### 1.3 Competitor Eligibility:

Entry into the 2020 Porsche Club Championship will be by invitation of the Porsche Club GB - the Organisers.

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

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

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

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

### 1.4 Registration:

1.4.1 All competitors must register for the Championship by returning the Registration Form (COMPLETED IN FULL) with the Registration Fee to the Co-Ordinator at least seven days prior to the date of the first round being entered. The Championship is open to invited

competitors and registration will only be complete when written acceptance has been issued by the Organisers. Incomplete (in any way at all) or unsigned forms will be rejected.

#### **1.4.2 The Registration Fee is £550 (inc. VAT) Payable to:- Porsche Club GB Motorsport Ltd.**

- 1.4.3 Permanent Competition numbers for the Championship will be issued by the Organisers.
- 1.4.4 Accepted registrations will apply only in respect of that competitor in a specified car. It will not permit the specified competitor to compete in a different car. The Organisers may accept a registration from a driver for a car already registered and raced in the 2020 Championship with another driver. Only one registration will be accepted per competitor at any one time.
- 1.4.5 Registrations will be accepted for two drivers to share a car. Only one Registration Fee will be payable. In the case of Porsche Classic Boxster Cup entries with shared drives, the car will score points.
- 1.4.6 The 'seven day' rule for registration (Reg. 1.4.1) may be waived by the organisers in the event of 'Force Majeur'.
- 1.4.7 Registrations will not be accepted which allow a competitor to compete in just the final round of the championship.
- 1.4.8 Registrations into the Championship may be limited.

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

- 1.5.1 The Porsche Club Championship will be run at National B status and contested over 7 rounds as follows (All rounds will include a minimum of 2-races). All events except the Brands Hatch Festival of Porsche will include the Porsche Classic Boxster Cup combined in the same races as Class 1 and Class 2 of the Championship.

Date	Venue	Club	Race Format
April 5	Donington Park	MSVR	Combined
May 2	Brands Hatch GP	MSVR	Combined – Blancpain GT Meeting
June 13	Silverstone GP	MGCC	Combined
July 11	Snetterton 300	MSVR	Combined – GT Cup Meeting
August 1	Oulton Park International	MSVR	Combined
Sept. 6	Brands Hatch Indy	MSVR	Separate Races – Festival of Porsche
Oct 3.	Oulton Park International	MGCC	Separate Races

**Nov. Motorsport Award Dinner**

The Organisers reserve the right to amend the published list of dates, in which case all registered competitors will be informed of any amendment by official bulletins, in accordance with MOTORSPORT UK Regulation D11.1.3.

In the event of a race meeting being abandoned for reasons outside the Championship Organiser's control, the abandoned round may not be rescheduled.

#### **1.6 Scoring:**

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

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

- 1.6.1.i In addition points will be awarded to all competitors who practice and come under starters orders, i.e. actually get to take the start (including race starts which are subsequently stopped and re-started). Points will be awarded even where cars that took the original start, fail to take the re-start and/or do not appear on the final results sheet – Also, see Regulation 3.7.1 – Case A) as follows:-

- i Class Pole position = 1 point – in the event of a Multi Header format, to be awarded in each race.
- ii Class Fastest lap = 1 point – In the event of a Multi Header format, to be awarded in each race.
- iii Joint fastest laps each score 1 point.
- iv Entry form received and paid before the closing date = 1 point
- v Added to each individual competitor's place points will be a bonus equal to the number of starters in the Class, but not exceeding a maximum of 10, ie, 10 starters or more 10 bonus points (per competitor), 9 starters 9 bonus points, 8 starters 8 bonus points, etc.
- vi A further point will be awarded to each competitor who, at the time of starting the meeting, displays no damage to his/her car. This fact will be determined by the championship scrutineer or his appointed deputy. The only exceptions will be where the competitor has advised the scrutineer in writing in advance of damage which cannot be repaired in time. This point will be awarded only once in the meeting.
- viii Competitors sharing cars in Class 1 or Class 2 will count only points scored by them towards the championship. Points will not be shared or accumulated except Classic Porsche Boxster Cup in Class 3, where the car will score the points – Registered Drivers only.

- 1.6.1.1 In the event of a Multi-Race format, full place, bonus points and fastest lap will be awarded for each race. The point for entry before closing date and for 'no damage' will be awarded for the first race started.

- 1.6.2.i To determine the final Championship points total a driver will count his/her total number of points scored from a maximum of 12 races.

- 1.6.2.ii Cars competing for the Porsche Classic Boxster Cup cannot win the Club Championship overall.
- 1.6.2.iii Points scored by a competitor in different classes will be totalled separately towards final placings. A change of car within a class will be permitted only with the prior consent of the Organisers – see Reg. 1.4.6. Accumulation of points where a driver changes car will be automatic for the same model but may be totalled separately for a different model.
- 1.6.3 Ties will be resolved using the formula in W1.3.4 in the 2020 MOTORSPORT UK Yearbook.
- 1.6.4 Where a race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 1.6.5 Cancelled.
- 1.7 Awards:**
- 1.7.1 All awards are to be provided by PCGB.
- 1.7.2 Per round, trophies will be issued to 1st, 2nd and 3rd in each class. In the event of a Multi Header format, trophies will be issued to 1st, 2nd and 3rd in each class for each race.
- 1.7.3.i Championship Overall trophies will be issued to 1st, 2nd and 3rd in each class. In addition the Overall Championship will be awarded to the holder of the greatest number of qualifying points in Class 1 or Class 2.
- 1.7.3.ii Additional 'Year-End' trophies will also be awarded for the Porsche Classic Boxster Cup competitors – 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>.
- 1.7.4 Trophies will be provided for presentation at the end of each race and/or at an end of the meeting presentation ceremony. At the end of each race, Overall race and Class winners may be required for a podium presentation, this prior to any scrutineering procedures. Attendance at such award ceremonies is mandatory, failure to attend will result in loss of points from that meeting unless previously agreed with the Organisers. See Reg. 3.10 ii.
- 1.7.5 Entertainment Tax Liability:  
There will be no prize money or bonuses.
- 1.7.6 Title to all Trophies  
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such trophies to the Porsche Club GB in good condition within 7 days.
- 1.7.7 A 'Team Trophy' will be presented at the Motorsport Award Dinner, to the 'Team', inc. Porsche Classic Boxster Cup teams, whose nominated competitors (Best two of a Maximum of 4 nominated competitors) cumulatively score the most points over the course of the season (including scores dropped by competitors in their qualifying championship total). Competitors must be nominated by the Team at the start of the season, using an official nomination form that is part of these Regulations. Changes of nominated competitors will only be allowed following written agreement of the organisers. Note: Motorsport UK Reg. D7.1.12 applies.
- 2. Championship Event Meetings & Race Procedures.**
- 2.1 Entries:**
- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- 2.1.4 The Entry Fee for each event round shall be specified in the SR's and on the Entry Form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.2 Briefings:**  
Organisers should notify Competitors of the times and locations of all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

## **2.3 Qualification Practice:**

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final/
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (General Regulations Q4.5)

Following practice all cars must go direct to the designated Parc Ferme or circuit weighbridge upon leaving the track. Competitors leaving the track prior to the end of practice shall go direct to the designated Parc Ferme or circuit weighbridge. Failure to do so, or stopping 'en route', or non-presentation of car/driver combination when required, will lead to cancellation of qualifying times. Note. As both driver and car are considered to be under Parc Ferme conditions no other person or persons will be allowed into the area designated Parc Ferme.

## **2.4 Races:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race the race (Q5.4 (1.6.4 above applies).

## **2.5 Starts:**

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The minimum Countdown procedures / audible warnings sequence shall be:

- I 1 minute to start Green Flag / Pace Lap – Start Engines / Clear Grid
- li 30 Seconds – Visible and audible warning for start of Green Fla / Pace Lap.
- lii A five second board will be used to indicate that the grid is complete.
- lv The red lights will be switched on five seconds after the board is withdrawn

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

- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start-line or pitlane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation (Q) 12.13.2 In addition any driver unable to maintain grid positions on the Green Flag lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

## **2.6 Session Red Flag:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the start-line and RED FLAGS will be displayed at the Start-line and at all marshals Signaling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pitlane during practice and to the starting grid area during a race. Unless otherwise directed by officials.

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

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

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

## **2.8 Race Finishes - After taking the Chequered Flag, drivers are required to:**

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

- 2.9 Results**  
All practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice / Race Scrutineering and / or after completion of any Judicial or Technical Procedures (General Regulation (D) 26.3).
- 2.10 Timing modules**  
All competitors will be required to install Electronic Self Identification Timing Modules (Timing Transponder) – see Appendix iv for contact details of supplier.
- 2.11 Qualification Races.**  
If any event is oversubscribed the Organising Club may at their discretion run Qualifications Races.
- 2.12 Operation of Safety Car**  
The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations.
- 2.13 Onboard Cameras**  
The use of onboard cameras is not mandatory, but where fitted, the onboard footage will be requested by the organisers for possible inclusion in any possible TV or website exposure.
- 3 SPECIFIC CHAMPIONSHIP REGULATIONS**
- 3.1
- i. The grid for race 1 will be determined by the competitors best time achieved in any or all sessions.
  - ii. The grid for race 2 will be determined by the competitors second best time achieved in any or all sessions.
  - iii. Where combined in the same races with Class 1 / Class 2, the Porsche Classic Boxster Cup competitors will be formed up in their own grid order – determined by Reg. 3.1.i and 3.1.ii - but starting two clear rows of grid behind the last Class 1 / 2 car..
- 3.3.2 The encouragement of high standards of racing with appropriate respect for other competitors and their cars will be considered paramount and in that respect -
- i. Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to be inappropriate or unacceptable for the standards set by the Championship, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the 2020 Porsche Club Classic Boxster Cup.
- The following will be the guidelines by which racing will be conducted:**
- 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.**
  - 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 exclusion from the race. The repetition of such driving even though involuntary, may result in exclusion.**
  - 3 **Any driver appearing not to make adequate use of his/her rear-view mirror or driving even unintentionally in a manner which appears consistently to hinder or discourage another Driver seeking to pass, may be halted by display of the Black flag or otherwise penalised.**
- 3.4.1 Sporting Regulations - Judicial Procedures.**
- .2.1 Rounds: These will be In accordance with Section C of the 2020 Motorsport UK Yearbook and Section 2 and 4 of these Regulations.
  - .2.2 Championship: These will be In accordance with Section C of the 2020 Motorsport UK Yearbook and Sections 2 and 4 of these Regulations.
- 3.4.2 Sporting Disputes**
- 3.4.2.1 Disputes of the Sporting Regulations and their application by the Championship Co-ordinator which arise during the season will be settled by the Championship Stewards in accordance with Motorsport UK Regulations, these Regulations and any Official Bulletins that have been issued. The case for any dispute must initially be submitted to the Championship Co-ordinator in writing together with the appropriate Motorsport UK legislated protest or appeal fee. The Stewards judgment will be subject only to the Right of Appeal to the Motorsport UK.

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

### 3.5 **Sporting Regulations - Championship Race Meetings & Race Procedures.**

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

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

#### 3.5.2 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 Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

#### 3.5.3 If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MOTORSPORT UK Regulation Q5.4.3. unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

### 3.6 **Re-Scrutiny:**

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

## 4. **Championship Race Penalties.**

### 4.1 Infringements of Technical Regulations:

#### 4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of Motorsport UK Regulations C3.3.

#### 4.1.2 Arising from post race Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK Regulations C3.5.1.(a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1.(c).

#### 4.1.3 i. In the event of any breach of these Regulations the Championship Co-ordinator may refer the matter to the Championship Stewards who may impose such penalties as they see fit. Incl:

- a) Removal from a competitor of all or any Championship points claimed by such competitor.
- b) Exclusion of a car and/or competitor from taking part in the Championship.

ii. Failure to make a car available for scrutineering or to permit its retention or to present it for examination after sealing as required by Regulation 5.17 shall be a breach of Regulations.  
Unauthorised breaking of any seals put in place under the provisions of the Regulations 5.17 or for any other purpose shall be a breach of these Regulations.

#### 4.1.4 i. Any competitor wishing to appeal against a decision relating to the Championship Regulations, be it Technical or Regulatory, shall serve notice in writing to this effect upon the Championship Co-ordinator within seven days of such decision being published. Such notice shall be in accordance with Motorsport UK Yearbook 2020, Article 13 (£420) payable to the Motorsport UK.

Any appeal made in accordance with paragraph 4.1.4.i above shall be determined by the Championship Stewards.

ii. A competitor may appeal against the decision of the Championship Stewards in accordance with the Motorsport UK Reg.C71.

#### 4.2 Infringements of non-technical Motorsport UK Regulations and the Sporting Regulations issued for the Championship: As per 2020 Motorsport UK Judicial Procedure Regulations, plus:

- i. In the event of the competitor having points applied to his/her licence by a Clerk of Course at any meeting, the same number of points will be deducted from the competitors championship score.
- ii. In the event of further instances of points being applied to the licence, the points deduction will be multiplied by the number of times points are applied, e.g. for a second occasion the deduction is points applied x 2, for a third occasion points applied x 3, etc.

## 5. **TECHNICAL REGULATIONS:**

### 5.1 **Introduction**

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. If in doubt – ASK

### 5.2 **General Description**

The Porsche Classic Boxster Cup is for Competitors participating in 986 type Porsche Boxster models as specified in Appendix i.

**All competing cars will be required to be presented in a livery inspired by or based on the colour schemes and designs of iconic Porsche race cars. Please note: The Driver / preparer will be responsible for ensuring permission is granted to use appropriate trade-marks or graphics. Remember, use of cigarette sponsorship / logos would be illegal.**

A high standard of presentation for competing cars will be considered of paramount importance. The judges in this matter will be the Championship Co-ordinator and the Championship Scrutineer. In considering whether to permit any car to participate the Organisers reserve the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior) and may exclude any car the appearance of which they consider may prejudice the reputation of the Championship or is otherwise not acceptable – See Regulation 1.6.1.i.vi.

At the Organisers discretion, cars for physically disadvantaged drivers shall be allowed to compete with whatsoever equipment the Organisers deem appropriate for the sole purpose of giving the driver full and adequate control. Competitors will thereafter be personally and solely responsible for ensuring that any and/or all such equipment fitted shall be acceptable at inspection by the Chief Scrutineer of any meeting attended.

### **5.3 Safety Requirements**

References in these regulations to the Motorsport UK Technical Regulations are to those issued for 2020.

- 5.3.1 Vehicles must comply with sections J1, Section J Technical & Q Technical Regulations except Q19.9.1 (in so far as they relate to rear-engine vehicles).
- 5.3.2 The design and fixation of the roll cage is free within the passenger compartment insofar as it must comply with the minimum requirements as shown in Section K drawings 5 and 6 for left or right hand drive cars as appropriate, except for the following:-
- i. Additional door bars are mandatory as per Motorsport UK Regulation K1.3.5(b).
  - ii. Cars competing in Classic Boxster Cup may not have their roll-cage extend through the bulkhead area to the suspension towers front and rear. No part of the cage may extend past the upper suspension mounts.
- 5.3.4 Fire extinguishers, to Section K Appendix 7, Table 3 securely mounted to the cockpit floor with a minimum of 2 x 6mm diameter bolts with quick release brackets, must be fitted. Safety pins must be removed whilst competing or practising (including post practice/race scrutiny).
- 5.3.5 A Safety Harness to K2.1.2, K2.1.3 or K2.1.4 must be fitted. **Note Motorsport UK regulation Q19.14.2.**
- 5.3.6 A Crash Helmet to current Motorsport UK approved standard and clean fire-resistant overalls, balaclava, socks, gloves and boots as per K9 must be worn whilst competing or practising and available for inspection at pre-practice scrutiny.
- 5.3.7 The use of an approved FHR Device (HANS) will be mandatory – see Motorsport UK Reg. K10.4

### **5.4 General Technical Requirements & Exceptions**

#### **5.4.1 Interpretation**

For the purposes of interpretation, the term 'Organisers' shall refer throughout these Regulations to the Porsche Club GB, unless specified otherwise. In these regulations 'standard' shall mean in accordance in all respects (whether as to shape, size, material, manner of construction or otherwise) with the manufacturer's recognised U.K specification for the model or item in respect of which the expression is used.

**Where a car is Registered to compete in the Championship, if it did not start as the model Registered, it must be a faithful replica in all material respects, that includes, engine type (full mechanical and electronic specification), transmission in all respects including gear ratios, Engine management system and control units / harnesses and braking system. Any changes from standard must be declared on the Championship Registration Form and must have written approval of the organisers. The organisers will take steps to seal components on all cars at the first meeting at which the car competes. Such sealing may include, Engine, Transmission, Electronic Control Units, or any other components deemed appropriate by the organisers. Where sealed, the seals must remain intact all season long and may only be removed or broken with the express permission of the Championship Scrutineer. The organisers will advise the organisers of any race meeting which cars are competing with seals installed.**

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

- 5.4.2 The Organisers or their representatives shall establish the manufacturer's recognised U.K specification by reference to information provided by the manufacturers or by comparison with the items or components which the Organisers consider accord with such specification or in another manner which the Organisers shall consider appropriate.



- 5.4.3 The Organisers or their appointed representative shall be the sole arbiters and any finding of the Organiser as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a finding of fact.
- 5.4.4 Competitors, shall on registering for the series, be deemed to have full knowledge of these regulations and to have accepted same in full.
- 5.4.5 Each car must be registered as a specified model (including year of manufacture) and must at all times and in all respects be standard for such a model except for any modifications expressly permitted by these regulations.**
- 5.4.6 Unless specifically authorised in these Regulations the use, substitution of, and/or addition of any parts, material, processes or adjustments incompatible with those appearing in the manufacturer's recognised U.K specification is prohibited. Similarly only welding or repairing material or the fitting of the manufacturer's standard replacement parts for the sole purpose in every respect of restoring the vehicle to the manufacturer's recognised U.K specification or to comply with Motorsport UK obligatory safety requirements is permitted.**
- 5.4.7 The Organisers reserve the right to re-inspect vehicles during the season should there have been a Regulation infringement or circuit incident.
- 5.4.8 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers at least 7 days prior to an event entered to permit a ruling in advance of any meeting at which it is intended to compete.
- 5.4.9 Tests to establish the power output of any car may be carried out by the scrutineer. Such power testing will be carried out using the rolling road equipment or engine dynamometer equipment as detailed in Appendix iii. No further tolerance will be allowed above the figures stated in Appendix i. 'Rounding' of calculations will be effected on the total power figure. For purposes of presentation other figures may be rounded, but it is the total figure only which is relevant. The test will be carried out according to the procedures stated in Appendix ii of these regulations.
- 5.4.10 All competitors may be required to install fittings, as stipulated by the organisers and prior to any round in which it is planned to compete, to allow the use of a data-logger system.
- 5.4.11 The Organisers in the form of the scrutineer, reserve the right to strip any engine or transmission or other component of a registered car to establish its eligibility. The cost of such dismantling and any subsequent re-assembly will be at the cost of the competitor. In the event of any part being found to be in contravention of any of these regulations the cost of such work will be met by the competitor. The Organisers reserve the right to hold cars until such fees are paid. Failure to comply with this in all respects will mean exclusion from the Championship of the competitor concerned.
- 5.4.12 Where a vehicle is found to be in contravention of Championship Regulation 5.4.9 and/or 5.4.11 the competitor may be required to make a financial contribution towards the costs of any testing carried out. Failure to comply with any reasonable request for such contribution will result in the competitor's registration for the Championship being rescinded.
- 5.4.13 Cars may be put into Parc Ferme at any time during a Championship race meeting at the request of the scrutineer.
- 5.4.14 Repairs or any other work (including seam welding, brazing and plating) to any part of the car which the Organisers consider would improve it (whether as to strength, rigidity or otherwise) beyond the standard part or item is prohibited. Any structural repair to the vehicle must be itemised in full on the Registration form.

#### **5.4.15 Examination of Vehicles**

The Organisers (in addition to any other powers they may have under these rules) reserve the right before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Organisers may reasonably require to undertake. The Organisers shall have the right :-

- To examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- To retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car they shall make it available for collection by the competitor at least two days prior to the next race in the Championship (unless the car is found to be in breach of these Regulations) and/or
- To seal the car and its components in such a manner as they may choose and require the competitor at his own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of subsequent testing or eligibility examination.

In the course of any examination pursuant to paragraphs 5.17. i, ii and iii of this Regulation to oversee the stripping by the competitor's nominated mechanic/technician of the engine and any other components of the car. If the engine and components are found to be in compliance

## **5.5 Chassis**

5.5.1 The registered vehicle must have been produced as that specific body style. The inclusion of body/chassis parts which are not appropriate to the registered body style is expressly forbidden. The removal and addition of any material except that specified in Appendix i is prohibited.

5.5.2 Each car's Vehicle Identification Number (Chassis) plate shall be clearly visible on the main body of the car and identifiable by a red painted surrounding border. The 'Visible VIN' must be visible through the windscreen. The VIN number must be correct for the model type as registered. See Reg. 5.4.1.

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.

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

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

The removal of metal from the standard body shell by cutting is prohibited.

All underseal, rust-proofing and sound deadening materials may be removed.

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

### **Bodywork**

5.6.1 A Porsche OEM 986 hardtop roof must be used. It must have the lining removed and the OEM glass must remain. The folding roof mechanism must be rendered inoperative or be removed.

### **5.6.2 Modifications Permitted**

The vehicle must remain as standard except for the following::

#### **Interior**

The steering wheel is free.

The driver's seat must be replaced by an FIA homologated race seat from a recognised manufacturer. Seat and mountings must comply with K.2.2 (a)-(f). Passenger seat may be removed.

All carpets must be removed. All other trim must remain in place including rubber door, bonnet and boot seals. The standard dashboard must be retained. Minimal trimming / cutting of the dashboard is permitted, to allow for roll cage fitment only.

Windscreen washers and handbrake must be retained and in working order

Door cards (Right and Left) must be removed and replaced with a flat panel of either GRP, Alloy (painted black) or Carbon Fibre.

Dashboard instrumentation must remain standard.

/ Additional lights – shift light / oil pressure warning light / oil pressure gauge may be fitted – but not inset into standard instrument pod.

The OEM gear change lever and pedal box must be retained. OEM "Shortshift" gear levers are permitted.

Material may be added to the face of the pedal(s) only.

A false floor may be fitted to the drivers' foot well to provide a level support for the drivers' feet.

All safety airbags and their triggering mechanisms must be removed.

The standard windscreen must be retained in the original position – the use of plastic / Lexan side windows is permitted (see Motorsport UK Reg. J.5.20.8) and recommended, in which case the window winding mechanisms and any other internal door components that are attached with removable fixtures may be removed. It is permitted to use a heated windscreen.

The heating system must be installed and be operable at all times.

All parts of the air conditioning system may be removed.

The central locking system must be removed or rendered inoperative.

Toolkit must be removed. The Spare Wheel may be removed or retained as ballast if needed.

Standard engine inspection covers must remain securely fitted at all times.

## **Exterior**

Number plate mounting brackets must be removed.

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

**A single hole may be made in each bumper panel (front and rear) to allow for a non-standard towing eye to be fitted. (the inner alloy bumper must be retained). Towing eyes must comply with Motorsport UK Regulation Q19.1.3. this stipulates they must be substantial, securely fixed to the main structure of the vehicle (front and rear) and be within the confines of the body (must not protrude beyond the plan view). They are to enable the vehicle to be moved in the event it requires retrieval - especially from gravel traps or towing. They should be painted a contrasting bright colour. Poorly constructed or insecure towing eyes may lead to considerable damage to the towed vehicle, difficulty in retrieving the stranded vehicle, or injury to support personnel in the event of a breakage.**

**Note: Standard 'screw in' towing eyes will not be acceptable if they project beyond the bumper line in plan view.**

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

Air scoops for brake and/or oil cooling may be fitted within the plan of the standard body panels but not so as to be visible at an angle of 45 degrees from the outer edge of any of the bodywork of the car. If using flexible deflectors as fitted by Porsche as standard / option – these may encroach in the minimum ride-height area – Reg. 5.6.1.5.

## **Modifications Prohibited**

Other than those modifications permitted above, all bodywork must be as produced by the manufacturer in all respects as to material, thickness & contour. For the avoidance of doubt, this includes the wings, doors, bonnet, boot-lid, and all other body panels.

The opening or use of additional apertures other than modifications permitted by these regulations or the taping of normal bodywork gaps, spoilers or any profiles is prohibited.

### 5.6.1.3 Exterior

Only original Porsche pattern exterior door mirrors for the model may be fitted.

### 5.6.1.4. Silhouette

The silhouette must remain standard for the registered model.

### 5.6.1.5 Ground clearance

Minimum ground clearance is 65mm - Motorsport UK Regulation Q19.1.2.

## **5.7 Engine**

5.7.1 Permitted modifications - Engines and their components, power output (as stated in Appendix i) and ancillaries must be standard for the registered model.

i Air-conditioning equipment may be removed.

Specific exceptions / allowed modifications for Boxster models:

i All models may replace the 'early style' oil separator, with the 'later' version, or 'Motorsport' version.

ii All models may install a spacer between the crankcase and the sump plate or the deeper / baffled X51 engine sump (996 107 988 00) and oil pipe (996 107 984 02) may be used.

iii Oil sump baffles may be modified.

iv All models **MUST** retain the use of the standard Dual-Mass flywheel and standard clutch pressure plate

## 5.7.2 Prohibited Modifications

Save for balancing to the extent mentioned below, no other modifications are permitted. It is strictly forbidden to perform any work other than normal service to any part of the vehicle. Normal repair or replacement is permitted but only to the standards as specified in the manufacturer's service schedules and using parts identical to the part requiring replacement. Decoking of cylinder heads using burrs or wire brushes is likely to make the condition of inlet and exhaust ports unacceptable. Polishing of any components is strictly prohibited. Casting marks and sharp edges must be seen as the manufacturer originally produced the item. **IF IN DOUBT, ASK !** Minimum removal of metal from moving components solely for the purpose of balancing in the course of engine assembly shall not of itself constitute a breach of these Regulations but if in the opinion of the Organisers (whose decision shall be final) such removal is excessive, unusual or irregular or may result in other improvements or benefits the work shall be considered a breach of these Regulations.

Standard variable camshaft timing elements may not be modified to alter the camshaft timing or phasing beyond the original manufacturer settings and must be operational at all times.

5.7.3 The engine location must remain standard for the registered model. Engine mountings must be standard,

## 5.7.4 Oil / water cooling

- i. Cooling for engine / oil systems will not be permitted to pass through the passenger compartment – see Reg. 5.7.1.iv.
- ii. Standard radiators must be retained.

## 5.7.5 Induction systems

- i. Standard air filter elements **MUST** be retained.
- ii Filter boxes and inlet trunking must be complete and unmodified as manufactured and intact. The opening of additional apertures by removal of air cleaner elements is not permitted. **All** hoses and components must be fitted and fully functioning.
- li Fuel pipes may be passed through the passenger compartment provided compliance with Motorsport UK Regulation J5.13.

## 5.7.6.1 Exhaust systems

- i. The exhaust system including manifolds and silencers **must be standard for the model**. Aftermarket stainless steel or 'sport' systems are not permitted.
- li Silencing must be within Motorsport UK Technical Regulations, J5.16.5 – J5.17.

i. **Cars manufactured after 31.12.1999 must have a functioning Catalytic Converter fitted.**

## 5.7.7 Ignition / fuel systems

- i The engine management systems (ECU) must remain standard. No modification is allowed to the operating software for ignition or fuel systems.
- li The ECU must be located in the standard position and must be the only system controlling the engine operation.
- lii Standard Traction Control Systems may be disable. Add on or accessory alternatives are not allowed.

## 5.7.8 Fuel delivery systems

- i. The fuel system components must remain standard for the registered model and must be installed as designed for that model. No additional components or functions may be installed.

## 5.8 Suspension

All cars will be required to be fitted with a specified set of springs / dampers provided by Porsche – Reference: RS1 - and manufactured by JRZ. The following parts will also be allowed to be used:

996 GT3 Front anti-roll bar	996 343 701 90
Anti-roll bar bearing bracket	996 343 792 16
996 GT3 Front coffin arm (L)	996 341 122 90
996 GT3 Front coffin arm (R)	996 341 121 90
Bearing flange wishbone	996 341 441 90
Shim (1mm)	996 341 543 90
Shim (2mm)	996 341 543 91
Shim (3mm)	996 341 543 92
Shim (7mm)	996 341 543 93
<u>Wheel space kit (5mm)</u>	<u>445 00 09 – One spacer per wheel maximum</u>

5.8.1 Front and Rear standard OEM anti-roll bars must be retained, excepting allowed changes..

5.8.2 All bushes must be standard Porsche parts. No rose-jointed, spherical bearings or polyurethane bushes are permitted.

5.8.3 A front strut brace is not permitted.

1. Permitted modifications
  - I Adjustment within the scope of the standard design is permitted – see Reg. 5.8.2.
  - lii Original suspension mount fixing points must be utilised, no modifications to the mounting / fixing points are permitted.
2. Prohibited modifications
  - i. Wheelbase must remain standard. Track must remain standard subject to modifications allowed under Regulation 5.12.

## 5.9 Transmissions

- i. Modifications are strictly prohibited to the transmission and/or final drive.
- ii. Transmission and final drive must be standard for the registered model
- iii. All ratios (including crown wheel and pinion) must be standard for the registered model.
- iv. Limited slip or locking differentials of any manufacture are not permitted.
- v. Transmission mounts must be standard.

## 5.10 Electrics

1. A lighting system, including rear lights, starter and **both** windscreen wipers to be fully operational and headlights must be operational.
2. A rear warning lamp (rain light) to Motorsport UK Regulation M5 is mandatory
3. At least one rear Fog-Lamp must be fitted and be operational as per Motorsport UK K5.
3. **A High-Level brake light must be fitted and be operational at all times. Where appropriate this should be a factory original item.**
4. An external circuit breaker (battery cut-off) to K8 must be fitted.
5. No additional or non-standard electronic control systems may be fitted or used, e.g. traction control. Where fitted as factory standard or option traction control may be used but only in standard form, with standard control software.
6. The standard harness must be retained. The standard immobiliser system must remain fitted and fully functional. Non essential wiring may be disconnected but should not be removed from the standard wiring harness.
8. The Alternator must be standard and fully operational, providing an electrical output to the battery at all times.

## 5.11 Brakes

1. Brakes must be standard for the registered model save that:
  - i. Fluid and linings are free.
  - ii. Deforming or removal of the brake backing plates to aid cooling is permitted.
  - iii. Cooling hoses may be fitted within permitted body panels. Additional cooling holes in the bodywork are not permitted.
  - iii. Flexible hydraulic brake hoses are free.
  - iv. Brake pipes may be passed through the passenger compartment subject to compliance with Motorsport UK Regulation J5.12.1.
  - v. Standard ABS, ABD (Active Brake Differential) and ESP (Electronic Stability Program) to the manufacturer's original specification must be fitted and fully operational at all times.

## 5.12 Wheels/Steering

Wheels may be of any make. Rim widths and diameters must be as specified below.  
All four wheels fitted to the car must be of the same diameter.  
Maximum wheel sizes permitted are: 8.5 x 18 (225/40/ZR18) front and 10 x 18 (265/35 ZR18) rear.

## 5.13 Tyres

5.13.1 Porsche Classic Boxster Cup cars will be **required to compete on Pirelli P Zero Trofeo R tyres in specified sizes, as Reg. 5.12.**

**In wet conditions wet weather Pirelli race tyres will be used 235/645-18 WH / 265/645-18 WH – as per all other models**

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

- 5.13.2 Competitors will be limited to a maximum of two sets of Trofeo R tyres (4 front and 4 rear) during a season.  
**Note:** if you are planning to do pre-event testing it would be best to have a spare / extra set of tyres to avoid too much additional wear on your race tyres.  
Additional competition tyres may only be allowed at the discretion of the organisers in the event of Force Majeur. **SEE Appendix vi**
- 5.13.3 The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited.

## 5.14 Weights

All cars must comply with the minimum weight limits specified in Appendix i to these Regulations. These weights are for the car as presented at post race or post practice scrutineering and include the weight of the driver.

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 or passenger seat subframe of the car and must be sealed and fixed in accordance with Motorsport UK requirements and in such a manner as to prevent it from becoming a safety hazard in racing conditions. All models may carry a maximum 30kg. ballast within the front luggage compartment, subject to the above fixing constraints. If weight is fitted in the front luggage compartment, the spare wheel will be classed as ballast.

- iv. Any weighbridge or 'pad' scales used by the Race Organisers at a circuit, which may include that held by the Championship Organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the Motorsport UK Regulations E4.1.
- i. A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

#### 5.15 Fuel Tank / Fuel

- i. The fuel tank must be standard for the registered model. The fuel tank must be in the standard location.
- ii. Only pump fuel as defined in the Motorsport UK Technical Regulations on sale to the general public at a retail filling station may be used. Fuel additives to increase octane are prohibited.

#### 5.16 Silencing

- i. Silencing must be in accordance with Motorsport UK J5.17. The method of measurement will be as follows. The test will be conducted at 2m from the centre line of the vehicle at 90 degrees to the centre line of the vehicle, with the microphone 1.2 metres above the ground. The maximum permitted level for this method of measurement will be 93 dB(A) with the engine running at 75% maximum rpm. Furthermore, conditions for measurement in terms of the space in which the test is conducted, i.e background noise etc., will be as J5.18.

#### 5.17 Numbers & Championship Decals

- i. The Organisers will provide Championship number panels and numbers to be displayed at all times to be eligible to compete in the Championship, to include a 'race number' to be applied to the windscreen. A charge will be made for additional decal sets..

Competitors must make available space on their vehicle for Sponsors logos as may be specified from time to time. Competitors should ensure that the number plate, in front and rear locations, is fixed in a vertical position and be of standard size such that it may be required to carry supplied sponsor's logos. Competitors must ensure that the screen header is available for Championship sponsor's logo.

- ii. Class identification will be by use of an indicator applied to the left side windows, this to be carried at all times in unadulterated form and thus must not be trimmed or modified.
- v. Each car may carry on the windscreen the surname of competing driver in white lettering.
- vi. Each competitor may be required to wear Championship sponsor's decals / badges on his/her race suit, this is a precondition of qualifying for Championship points.
- iii. Failure to comply with any elements of Regulation 5.17 **MAY** result in a loss of Championship points.

### 6. Commercial Undertakings

The following Commercial regulations are contractual between the Entrant and/or Driver and the Organisers and/or promoters and are not considered by Motorsport UK. Accordingly the application of these Commercial Regulations by the Organisers and/or promoters will not be subject to the Judicial processes of either the Championship Stewards and/or Motorsport UK/ the MSC.

- i. Entry into the Championship is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the Championship Organiser's and sponsor's discretion.
- ii. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity purposes.
- iii. The Championship title and associated logo styles may only be used with the prior written approval of the Porsche Club Great Britain .
- iv. The overall race and class winning drivers must attend, as required, for interview and award presentation immediately after each Championship race at the podium. Championship Sponsor's caps must be worn, along with any other Championship sponsor clothing as may be advised in a supplementary bulletin. Prizegivings will take place at the Championship Race Centre approximately 30 minutes after publication of provisional results, the first three in each Class will be required to attend. Attendance at such award ceremonies is mandatory, failure to attend may result in loss of points or awards from the meeting.

## 6.1 Registration Form

The separate Championship Registration form is part of these Regulations.

All cars will display championship number backing panels and a Porsche Classic Parts screen-header decal and Pirelli number plates

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. Pirelli and Glasurit sponsorship logos must be present on the car – see separate size and position guide.

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

Model	Max. Allowed Rear Wheel Power – (kW) *	Nominal. Power (Guide hp +)	Min. Wt (kg)
Boxster S 3.2 1999>2002	<b>162</b>	185 (252)	1330
Boxster S 3.2 2003>04	<b>168</b>	191 (260)	1350

#### Note:

1. **Column C** - Vehicle weights include allowance for driver.
2. **Column A** - kW figures (\*) include all testing tolerances – **NO FURTHER TOLERANCE WILL BE ALLOWED**
3. kW figures are either as published in Porsche Technical Specifications, or are based on Porsche stated hp figures calculated at / 1.364.
4. **Column B** - Guide hp figures (+) are shown for information purposes only. Power test results (Regulation 5.4.9) will be compared with kW figures in Column A only - **Figures in BOLD above**. Please note point 2 above – **no further tolerance will be allowed**.
5. A correction factor will be applied to final tested figures to return atmospheric conditions (air pressure and temperature) to 'standard'. See Appendix iii, point 3.

### Appendix ii

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

Superchips Limited  
Buckingham Industrial Park  
Buckingham MK18 1XJ

Tel: 01280 816781

### Appendix iii

#### Power test procedure to be used at the championship nominated Rolling Road facility.

Before any testing will commence, the competitor will be required to sign a notice, indemnifying the Porsche Club, its representatives and the test machinery operative from any claim in the event of the vehicle incurring damage during the test.

1. The power test will be carried out in accordance with the procedures laid down by the manufacturer of the rolling road equipment, except as stated below.
2. The rolling road equipment will be used to calculate the final power at the rear wheels (Rear Wheel kW). A conversion factor will be applied to this figure (see point 3 below).
3. The intake air temperature will be the temperature of the test cell measured by the rolling road equipment. This will form part of the machine generated calculation to correct the Rear Wheel kW figure to 'standard' – as Appendix I, point 5.
4. Prior to the test being run, the following will apply:

The engine will be run for 15 minutes, to ensure it is to 'normal working temperature', determined either by the vehicle's own temperature gauge or a separate temperature probe.

For at least 10 minutes of this 'warming procedure', the vehicle will be 'driven' on the rollers to warm the transmission and the tyres on the driving wheels.

The vehicle will be 'strapped down' to the minimum level necessary to avoid wheel spin during the testing process, as determined by the tester and scrutineer.

Prior to the first test run, the rear tyre pressures will be checked and will be at least 29lbs/inch. If at a lower pressure, they will be increased to this figure.

5. The engine power test results will be measured in kiloWatt.
6. The engine will be tested to a speed at least equal to that at which the maximum power is stated by Porsche as being produced. If at this speed, power has not 'peaked', the engine speed will be increased until such speed as the power starts to reduce, i.e. it has obviously 'peaked'.
7. Power test runs will be conducted with the engine cover closed.
8. Power test runs will be carried out in the transmission gear which is closest to direct drive, or 1:1 ratio.
9. Two power test runs will be carried out, with 10 minutes between each test. During this 10 minute 'rest', any cooling fans will be switched off to avoid inappropriate or uneven cooling of engine components.
10. The highest power figure measured from the two test runs, will be recorded as the maximum power produced. In the event that the measured power exceeds the maximum allowed within the championship regulations (see figures listed in Appendix i), the highest of the two test runs will be that which is reported.

Note: The Porsche Club Championship Regulations do not stipulate or require that power figures obtained, should be measured to any specific standard. The procedures stated above will be used to determine the engine power for any given model. The test is not carried out in accordance with DIN standard 70020.

Note: Any competitor wishing to check the power output of his/her car, is advised to have the car checked on the nominated rolling road, using the procedures outlined above.



## Appendix iv

The necessary timing modules (transponder) can be purchased from:

Timing Solutions Limited  
Unit 2 Ninian Park  
Ninian Way  
Tamworth  
Staffs. B77 5ES

Tel: 01827 285666  
Fax: 01827 282932

## Appendix v

All tyres to be used in the championship must be obtained through the officially appointed tyre support, as below:

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

## Appendix vi

### Tyres – recording use

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

**Reg. 5.13.2 - Competitors will be limited to a maximum of two sets of dry tyres (8 in total) during a season. Additional tyres may be allowed at the discretion of the organisers in the event of Force Majeur, following a written request from the competitor**

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

1. At the beginning of each race weekend, the competitor will be responsible for submitting to the Championship Scrutineer a completed Tyre Record Form.
2. This Tyre Record Form should list the tyres being nominated for use at that meeting.
3. No more than four new tyres may be used within a meeting.
4. If tyres are damaged beyond safe use e.g. flat-spots or puncture, the permission of the scrutineer must be sought and his permission given for alternatives to be used. **Do not dispose of any tyres until inspected and agreed by the scrutineer.**
5. ***The alternative tyres (point 4 above) must be tyres that have previously been nominated by that competitor during this season (with the exception of the first round at which that competitor competes) subject to safety considerations.***
6. If a competitor is continuing to compete on the same tyres as used at a previous meeting, a Tyre Record Form must still be submitted for each round and the tyre 'Bar Code' number or Scrutineer applied marking should be noted.
7. The only tyres permissible are (all to be supplied only through Protyre Motorsport):  
Dry: Porsche Classic Boxster Cup– Pirelli P Zero Trofeo R Wet: **Wet weather race tyres - 235/645-18 WH / 265/645-18 WH**
8. No control is placed on the number of tyres used in 'out of competition' testing or in wet conditions.
9. 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'.

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

Championship co-ordinator: Steve Kevlin  
Porsche Club GB Motorsport Limited  
Cornbury House, Cotswold Business Village  
Moreton in Marsh, Glos. GL56 0JQ  
Tel: 01608 652917,  
E-mail: [Motorsport@porscheclubgb.com](mailto:Motorsport@porscheclubgb.com)

**Changes from Classic Restoracing Championship 2019 Regulations:**

- Reg. 1.1 - Car specification the same as Classic Restoracing Championship 2019
- Reg. 1.3.3 - Driver holding or has held an International grade licence is not eligible
- Reg. 1.4.2 - Championship Registration Fee - £550 inc. VAT
- Reg. 1.5.ii - Porsche Classic Boxster Cup contested over 7 rounds
- Reg. 1.6.1.vii - A Maximum of 2 drivers and register for and score points in one car – points cumulative
- Reg. 1.6.2 - Porsche Classic Boxster Cup competitors cannot win the overall Porsche Club Championship
- Reg. 5.2 - All competing cars to be presented in a livery inspired by iconic Porsche race liveries
- Reg. 5.5.2 - Deletion of incorrect reference
- Reg. 5.6.2 - Reference to Motorsport UK Regulations for minimum thickness of plastic side windows  
The Spare wheel may be removed, or retained as ballast  
Additional warning lights / gauges may be fitted
- Reg. 5.7.1.iv - All cars must retain a Dual-Mass flywheel and standard clutch pressure plate
- Reg. 5.7.6.1 - All cars must retain an exhaust standard for the model. No stainless steel or 'sport' systems
- Reg. 5.8.2 - Deletion of reference to track – reflecting use of GT3 suspension components.
- Reg. 5.12 - Wet weather 'racing' tyres to be used in wet conditions.
- Reg. 5.14 - Ballast may be mounted to a subframe using passenger seat mountings
  
- Appendix I - Clarification of use of calculation to return atmospheric conditions to standard for power tests
- Appendix iii - Point 3 – Clarification of point of measuring temperature for power tests  
Note: Reminder to get car tested for power – if unsure
- Appendix vi - Clarification of number of dry tyres allowed in the season and the use of Wet weather race tyres in wet conditions.

**Porsche Club Motorsport is supported by:**





## Registration Form 2020

### Driver Information:

First Name: ..... Surname: .....

Address: .....  
.....

Post code: ..... email: .....

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

MSA Licence No. & Grade: ..... Porsche Club Member No.: .....  
**(mandatory)**

### Preparer / Porsche Centre Information:

Company Name: ..... Contact Name: .....

Company Address: .....  
.....

Post code: ..... Contact email: .....

Telephone (Day) .....

### Race Car Information:

Exact Model being registered: **Porsche Boxster S 3.2ltr** (986 Type) Model year: .....

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

Main body colour/s:/ Livery inspiration: .....

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

Wheel sizes: Front Dia: Rear Dia:

Front width: Rear Width:

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

### Preferred Race Number ? .....

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

**Motorsport competed in:**

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

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

If 'Yes' what Motorsport and briefly what results ?:

.....  
.....

**Championship Clothing:**

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

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

**Declaration:**

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

I have read the 2020 Porsche Club Championship / Porsche Classic Boxster Cup Regulations and I hereby accept and agree to be bound by all such regulations.

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

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

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

**Please include a means of payment of the Championship Registration Form (£550) – cheque or card (No Ammex).**

Payment can be made by BACS, account details below – please include the requested reference. Failure to complete all parts of this form fully will render this application invalid.

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

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

**Porsche Club GB Motorsport, Cornbury House, Cotswold Business Village  
Moreton in Marsh, Glos. GL56 0JQ  
or email the completed form to: motorsport@porscheclubgb.com**

**Internal use:**

Date Received:	Class:	Alloc. Race Number:	Date to scrutineer:
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