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# **2019 BRSCC Porsche Championship Regulations**

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The 2019 BRSCC Porsche Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2019/R033**

Race Status: **National B**

Motorsport UK Championship Grade: **C**

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

### 1.2 Officials

#### 1.2.1 Coordinator

John Broadley  
17 The Maltings  
Longton  
Preston  
Lancs  
PR4 5ZS  
Tel: 07768 070911  
Email: [johnbroadley@bh-a.co.uk](mailto:johnbroadley@bh-a.co.uk)

#### 1.2.2 Eligibility Scrutineer

Tom Williams  
White Heather  
Village Road  
Dorney  
Windsor  
Berks  
(01628) 603188  
(07973) 864143  
[whgcoltd@btconnect.com](mailto:whgcoltd@btconnect.com)

#### 1.2.3. Championship Stewards

D Wells, T J Johnston, B Shewan & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

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

**(G)2.7.1** Championship Stewards are also empowered to consider any 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

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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

### 1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid current Motorsport UK Entrants Licence, where applicable.

### 1.3.2 Drivers and Entrant Drivers must:

- (a) be fully paid up valid card holding Racing members of the BRSCC,
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition (Racing) National B licence, as a minimum or
- (d) or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (H) 26.2 and FIA ISC Article 2.3.7.b applies).
- (e) A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship if participation in the Championship requires absence from school.

### 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

### 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

### 1.3.5 BRSCC reserve the right to invite Porsche cars other than those as outlined in Championship Regulation 5.2

## 1.4 Registration

### 1.4.1 All drivers who are deemed suitable to compete in the Championship will be invited to do so. Any driver wishing to compete in the Championship must submit a Driver Registration Form to the BRSCC prior to racing giving full details of the driver, which must be accompanied by the full registration fee. On receipt of a completed Driver Registration Form and fee, the Organiser will issue confirmation of your invitation to compete in the 2019 Championship. Should you be deemed not suitable to compete in the Championship, the registration fee will be returned to you in full. The Organisers reserve the right to decline any driver's registration application for the championship. Registration will be accepted from 1<sup>st</sup> January until the closing date for entries to the last round.

### 1.4.2 The Registration Fee for the whole season for all classes is £385 payable to the BRSCC. Alternatively Guest Registration may be purchased: The Guest Registration charge is £80. Up to 3 rounds can be entered as a guest, but for 4 or more rounds the full £385 Registration Fee is payable. If a driver registers for 1-3 rounds and subsequently registers for 4 or more rounds, any registration fees paid for the first 3 races will be deducted from the £385 so that the most payable in total is no more than £385.

### 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. Numbers 1 to 10 will be reserved for the top 10 finishers in Class A from the previous (2018) season who will be given first refusal on the number corresponding to their class finishing position (i.e. 1 for class winner down to 10 for the car finishing 10<sup>th</sup>). This option is only available to drivers registering for the complete 2019 championship by March 1 2019. Any number from 1 to 10 not taken up as above will be available on a first come first served basis to all other Class A drivers registering for the complete 2019 championship subject to approval by the championship committee.

Numbers from 11 onwards are available to all drivers registering for the full championship in any class on a first come first served basis. Drivers registering for part of the season only, have the choice of any other numbers from 11 upwards available at the time that they register.

At the end of the 2019 season, drivers using number 11 upwards who have registered for the complete 2019

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championship retain the right to that number for 2 subsequent seasons (ie 2020 and 2021) even if they do not race in the championship in 2020 and 2021..

1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers.

## 1.5. Championship Rounds

The 2019 Championship will be contested at the following venues.

Rounds	Dates		Venue	Licence Status	Club
1 & 2	23 & 24 March 2019	DH	Brands Hatch	Nat B	BRSCC
3, 4 & 5	20 & 21 April 2019	TH	Snetterton (300)	Nat B	BRSCC
6, 7 & 8	11/12 May 2019	TH	Cadwell Park	Nat B	BRSCC
9, 10 & 11	6 & 7 July 2019	TH	Croft	Nat B	BRSCC
12 & 13	27 & 28 July 2019	DH	Brands Hatch	Nat B	BRSCC
14 & 15	17 & 18 August 2019	DH	Anglesey	Nat B	BRSCC
16, 17 & 18	5 & 6 October 2019	TH	Silverstone (International)	Nat B	BRSCC
19, 20 & 21	19 & 20 October 2019	TH	Donington	Nat B	BRSCC

DH = Double Header. TH = Triple Header

## 1.6 Scoring

1.6.1 Points will be awarded to competitors listed as classified race finishers in each class as follows:

6 or more starters in each class																				
1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>	21 <sup>st</sup>
25	23	21	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
Note: All other finishers will receive 1 Point. Plus 1 Point will also be awarded to the driver with the fastest lap in each round.																				

An additional point will be awarded to the driver posting the fastest lap time in each class in each race, regardless of finishing, excepting disqualification **and any other infringements**. Half points only will be awarded in any class where fewer than 6 cars in that class start the race. Fastest lap continues to receive a full point.

**Should a driver compete in more than one class during a season, any points scored will be accrued separately in each class.**

**There will be a variation of this scoring system should the organisers run a 40 minute pitstop race (see 2.3.2)**

1.6.2 The totals from all rounds of the championship, less the three lowest **race** results (which may include zero points for non-attendance or DNFs) will determine the final Championship points and positions unless subject to the application of any Motorsport UK Regulation [C 3.5] penalties. Drivers **disqualified** from results for sporting **or technical** infringements may not use that (those) **race(s)** as discarded **aces** for the purpose of overall championship placing.

1.6.3 Ties will be resolved according to W1.3.4 of the Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

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

- Be deemed "Guest Competitors"
- Score points and be included in all championship points totals and positions.
- Not applicable.
- Not applicable.

## 1.7 Awards

1.7.1 All awards are to be provided by the BRSCC.

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## 1.7.2 Per Round

Trophies per class:

Over 6 Starters	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
4 – 6 Starters	1 <sup>st</sup>	2 <sup>nd</sup>	
Up to 3 Starters	1 <sup>st</sup>		

## 1.7.3 Championship

Trophies are awarded to the 1<sup>st</sup>-2<sup>nd</sup>-3<sup>rd</sup> placed drivers in **each** Class.

## 1.7.4 Presentations

Garlands and trophies will be provided by the BRSCC for each meeting (as applicable)-and shall be presented at the end of each round/event.

## 1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organiser the BRSCC are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

## 1.7.6 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

## 1.7.7 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

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## 2. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 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. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 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 will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings; non-attendance of a compulsory briefing may attract a fine at the discretion of the Clerk of the Course.

### 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. Motorsport UK Regulation [Q 4.5].

The grid for every race will be arranged strictly by class, so that Class A cars start ahead of Class B, then Class C and Class D, irrespective of qualifying times even in the case of a reverse grid. Each class will be separated by a blank grid row. The Clerk of the Course may at his/her discretion vary the order in which the classes start on competitor safety grounds.

The grid for the first race of an event will be set by qualifying times, class by class. The grid for the second race of a double header event will be set by the finishing order of the first race. For triple header events, the grid for the third race will be set by reversing the finishing order of the second race within class. In each case, non-finishers will be placed at the back of their respective class.

The Organisers may specify that all competitors in the third race must make a compulsory pitstop. Should this be the case, all competitors will be advised of how this will operate via the Final Instructions issued by the Organisers. This pitstop race may at the discretion of the Organisers be run based on finishing order within class from race two and without the reverse grid format specified for regular triple header third races.

The Organisers may run one meeting only to a different format to the foregoing: One 20 minute race, followed by a single 40 minute race. This 40 minute race to include a compulsory pit stop and optional driver change. All competitors will be advised of how this will operate via the Final Instructions and driver briefings issued by the Organisers.

Drivers in the 40 minute race will score championship points as follows:

Solo drivers – double normal championship points, including fastest lap points. Shared car drivers will each score the points applicable to a normal 20 minute race (see 1.6.1)

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Cars qualifying out of session as per Motorsport UK Regulation [Q4.5.2] will be placed at the back of their respective class, without time penalty. Cars found ineligible after qualifying as per Motorsport UK Regulation [C3.3] will be placed at the back of the complete grid, irrespective of class, with a 10 second time delay.

2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.3.4 At the end of each session, all drivers must cross the finish line only once.

## 2.4. Races

2.4.1 The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round. Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q) 5.4) (1.6.4. above applies). (2.3.3 and 2.3.4 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 start will be via a Standing start. The minimum countdown procedures/audible warning sequence shall be:

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

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 pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q 12.13.2]. In addition any driver unable to maintain their grid position 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 that the starting lights fail the Starter will revert to using the National Flag.

## 2.6 Session Red Flag

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

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a Parc Fermé area, unless otherwise directed by officials.

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

2.6.2 **Case A – Less than two race 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.

2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance.**

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 of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 **Case C - More than 75% of race completed**

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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 General Regulations Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 Pits, Paddock and Pit Lane 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 Pit Lane

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 due care and respect the pit lane speed limits.

### 2.7.3 Refuelling

May only be carried out in accordance with the Motorsport UK General Regulations, Circuit Management Regulations, the Organising Club Regulations and Supplementary Regulations or Final Instructions issued for each circuit/meeting.

## 2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the pit lane entrance/paddock entrance as instructed,
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or **moving in the pit lane.**

All cars must report to Parc Fermé unless alternative arrangements have been made by the Eligibility Scrutineer. Failure to comply may result in **disqualification** from the results.

No personnel are permitted in Parc Fermé unless requested by the Eligibility Scrutineer.

## 2.9 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3)

## 2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponder) to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## 2.11 Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. **Details will be provided in the Final Instructions and drivers' briefings.**

## 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.



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## 2.13 In Car Camera

All cars must have fitted at the least one in-car camera positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and the dashboard displaying the driver's race number. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the scrutineers. Motorsport UK Regulation (J) 5.21 applies.

The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification sessions and races. The onus is on the competitor to ensure that the unit's battery is charged, or its supply is operational, and the device remains operational during the above-mentioned sessions. The memory card may be requested by the organisers or by the Clerk of the Course or his representatives for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to provide the footage may lead to disciplinary measures by the Clerk of the Course and may prejudice the driver's defence in the case of an incident.

## 2.14 Parc Fermé

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

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## **3. SPECIFIC CHAMPIONSHIP REGULATIONS**

### **3.1 Rescrutiny**

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulation J3.1.2).

This rescrutiny is primarily to ensure that the vehicle is safe to continue to participate in the meeting. If the vehicle is deemed unsafe by the Scrutineers, it will not be allowed to continue to take part in the meeting.

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## 4 CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and the Porsche Championship Regulations.

### 4.1 Infractions of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of Motorsport UK Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

For infractions 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 [C 3.5.1 (c)].

### 4.2 Additional Specific Championship Penalties

4.2.1 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports he will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

#### 4.2.2 Grid Position Penalties

For offences under Motorsport UK regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.4.5], the Clerk of the Course, at his discretion, may impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

4.2.3 If a competitor receives a penalty that includes licence points, a '2x points multiplier' championship penalty will also be incurred, whereby the number of licence points will be multiplied by two and that number of championship points will be deducted from their championship total, even if this results in a negative score.

4.2.4 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q 12.6].

### 4.3 Social Media

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

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## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK Yearbook 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.

Competitors are advised to read sections [J 4.1], [J 5], Section Q, Section B, Nomenclature & Definitions, Section L of the Motorsport UK Yearbook. For the purposes of clarification the term 'standard part' shall within these regulations mean as per the manufacturers U.K. specification (whether as to shape, size, material, manner of construction or otherwise) for the model or component. The term 'free' is qualified as "free within the constraints of Motorsport UK technical/safety regulations".

### 5.2 General Description

The 2019 BRSCC Porsche Championship is for Competitors competing in the following classes:

Class A **Supersport** Boxster Porsche Boxster S, 3.2 litre, Model 986 and 987 conforming to these class regulations.

Class B Sport Boxster 2.7 Porsche Boxster 2.7 litre, Model 986 conforming to these class regulations.

Class C Production Boxster 3.2S Porsche Boxster S, 3.2 litre, Model 986 conforming to these class regulations

Class D Classic 924 Porsche 924, naturally aspirated 2 litre vehicles, running in standard form.

Class 924 Invitation Porsche 924, naturally aspirated 2 or 2.5 litre vehicles at the discretion of the Organisers

#### 5.2.1 Examination Of Vehicles

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

- a Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- b 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 seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or 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 the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

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/championship eligibility scrutineer at least seven days prior to an event entered, to permit a ruling in

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advance of any meeting at which it is intended to compete.

## 5.2.2 Power Testing

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment. Refer to regulation 5.7.1.

## 5.3 Safety Requirements

5.3.1 All Motorsport UK Section K Safety Criteria Regulations apply as relevant, & specifically as follows:- Section K Safety Roll Over Structure, Introduction & Definitions]; [K 2.1 – K2.1.3]; Section [K 3.1.2(a)], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11] and [K 13].

5.3.2 The fitting of a roll cage that meets the requirements of Motorsport UK Regulation [K 1] is mandatory.

All roll cages not having a valid bona-fide manufacturer's roll cage certificate prior to 1<sup>st</sup> January 1995 must seek clarification via a Motorsport UK approved source and confirmation of approval must be available for inspection. This certification requirement includes any roll cage of so-called 'free concept' design.

### Class 924 only

5.3.3 The roll cage must be as per drawing No.5 or 6 as a minimum with the addition of extra bracing as per Drawings 9 and/or 10. An additional transverse member may be fitted in compliance with Motorsport UK Regulation [K 1.3.5 to 1.3.7] across the vehicle to enable fitment of seat belts to a HR Device fitted in accordance with Motorsport UK Regulation [K 10.4]. NOTE: Drawing No 6 is for a left-hand drive car. The upper mounting of the diagonal brace MUST be on the driver's side of the car. The front hoops of the roll cage may abut or be positively attached at one point on each hoop to the front passenger compartment bulkhead (dashboard area). However, no part of any attachment may pass through the front bulkhead.

5.3.4 The vertical section of the main hoop behind the driver may only be attached to the bodywork at one point on each side of the car, using a bolted attachment at the 'B' pillar seat belt mounting. The front horizontal roof bar of the roll cage may be attached to the windscreen header rail at two points. Such attachments may include welds of no longer than two inches and no more than one weld at each attachment point.

5.3.5 Door bars are mandatory. These may be welded in or removable and should go from the front hoop to the rear hoop and be as high as possible but in any event not higher than one third of the total height of the door aperture measured from its base.

5.3.6 No part of the roll cage nor its attachment points to the chassis/body may be rearward of the rear transverse chassis rail nor the position of the rear seat hinge.

### 5.3.7 Class A Supersport Boxster and Class C Production Boxster

Both Class A and and Production Boxster (C) vehicles must be fitted with the control roll cage supplied by Custom Cages Ltd. Part Number PB/06.

### Class B Sport Boxster 2.7

Class Sport Boxster 2.7 cars must be fitted with the specified bolt-in rollcage manufactured by Safety Devices Ltd (part number TBA).

## 5.4 General Technical Requirements and Exceptions

### 5.4.1 Definition of standard part – see 5.1

5.4.2 The Organisers shall establish the manufacturer's recognised specification by reference to information provided by the manufacturers or by comparison with items or components which the Organisers consider accord with such specification or in any other manner which the Organisers consider appropriate. The Organisers shall be the sole arbiters and any finding by the Organisers as to whether or not any item is "standard" for the purpose of these regulations shall be a Judgement of Fact

5.4.3 Expressed prohibitions of particular modifications, parts or processes are not exhaustive.

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- 5.4.4 Unless specifically authorised in these Regulations the use, modification of and/or the addition of any parts material processes or adjustments incompatible with those appearing in the manufacturer's recognised specification is prohibited. Similarly, only welding or repairing of material or the fitting of the manufacturers standard replacement parts for the sole purpose in every respect of restoring the vehicle and/or its component parts to the manufacturers recognised specification, with Motorsport UK obligatory safety requirements, is permitted.
- 5.4.5 Throughout the car any nut bolt or screw may be replaced by any other nut bolt or screw and have any kind of locking device provided that it is directly interchangeable with the one that was originally fitted. It is not permitted to drill out holes to fit larger diameter bolts or screws. Under no circumstance must safety be compromised and any "hardware" fitted must be more than adequate for the application to which it is put.
- 5.4.6 All cars must have a manufacturer's chassis identification number permanently attached to the body shell. Engines must be stamped with a manufacturer's engine identification number.
- 5.4.7 A high standard of presentation for competing cars will be considered of paramount importance. The judges in this matter will be one or more members of the current Championship Committee and the eligibility 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 **disqualify** any car, the appearance of which they consider may prejudice the reputation of the Series or is otherwise not acceptable.

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## Class A Supersport Boxster

### 5.5(A) Chassis

Must remain as standard. Both the removal and addition of any material except that specified in these regulations is prohibited.

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 specified roll cage manufactured by Custom Cages Ltd (Part Number PB/06), 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.

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 undersealant, rust proofing and sound deadening materials may be removed.

### 5.6(A) Bodywork

#### 5.6.1.1 Modifications Permitted

Must remain as standard except for the following;

#### 5.6.1.2 Interior

The steering wheel and drivers' seat are free. Passenger seat may be removed but if retained must match the driver's seat.

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

The central dashboard vents and fascia may be substituted for a single piece of appropriate sheet material. Door interior panels must be fitted but may be non-standard. Bare sheet metal is not acceptable and if used must be painted or powder coated. The interior must be painted a uniform colour.

Dashboard instrumentation is free.

The gear change lever and pedals may be altered to improve the ease of use but must remain in the original location and cannot be made lighter. Material may be added. 'Shortshift' gear levers are permitted. The gear lever may be raised but must remain on the centre line.

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 its original position. The window winding mechanisms and any other internal door components that are attached with removable fixtures can be removed. It is permitted to use a heated windscreen **instead of the standard item**.

The use of plastic type side windows is permitted provided that they comply with Motorsport UK Regulations (min 4mm thickness) and that adequate ventilation is provided to the interior (Motorsport UK Regulation [J 5.2.9])

All parts of the heating and air conditioning system may be removed.

The central locking system must be removed or rendered inoperative.

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Spare wheel and toolkit must be removed.

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

## 5.6.1.3

### Exterior

Inner metal bumpers and brackets for their mounting may be removed.

Front bumper 996.2 Look GT3 bumper manufactured by Aerokit must be fitted, using standard bumper mountings.

As an alternative, front bumper PDA Type 002 may be fitted. This is sourced from the PDA.

Front splitter as supplied by The PDA must be fitted in conjunction with this bumper. The splitter must be fitted using the supplied mounting points, and must not protrude more than 70mm (+ or -5mm) beyond the bumper at any point (see illustration "Boxster-Splitter" **Appendix 2**).

All splitters supplied from the beginning of 2019 will be date stamped by the manufacturer, and the date stamp must be visible when the splitter is mounted on the car.

The shape or dimensions of the Splitter may not be altered in any way from that supplied by the PDA.

Rear wing GT-116 manufactured by Tune Factory must be fitted. The location of the wing mounting to be as per illustrations "Boxster Wing 1, 2 " (see **Appendix 2**).

The front light and indicator units may be removed. Should this be the case, they must be replaced by a solid surface with no gaps around the edge that is the exact same shape and profile as the removed light unit.

The mechanism for raising the rear spoiler may be removed and the spoiler fixed in either raised or lowered position.

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 if the inner bumpers have been removed. It must be no larger than is reasonably necessary and serve no other function than allowing fitment of the towing eye. In accordance with Motorsport UK Regulation [Q 19.1.3].

Windscreen washer systems and horn may be removed.

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

A metal detachable hardtop (not carbon fibre) as supplied by the manufacturer as an option must be used; the rear window may be replaced with plastic compliant with Motorsport UK regulations. The folding roof mechanism must be rendered inoperative or be removed. The roof must correspond with the manufacturer's standard profile.

The inner door skin may be cut or removed to facilitate the fitting of non-standard door cards.

It is permitted to roll inwards the protruding flange at the wheel arch edge on all wings. The original profile of the wing must be maintained.

## 5.6.2

### 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.

The silhouette and plan must remain as standard except as modifications permitted above.

The minimum ride height is 85mm with the driver (in full racing kit) seated normally in the car. When the standard



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sill of the vehicle is swept by an 85mm block, the block should not jam against any component except the manufacturer's standard plastic wheel arch trim pieces.

## 5.7(A) Engines

### 5.7.1 Permitted Modifications

The power train and its components must be as the manufacturer's standard for the model. It is not permitted to change any of the power train units for that of a different model.

Minimum removal of metal from moving components, solely for the purpose of balancing is permitted. Only the methods described in the official Porsche workshop manual for that model may be used. Polishing of any components is strictly prohibited. Casting marks and sharp edges must be seen as the manufacturer originally produced the item.

For balancing purposes, con rods may be lightened down to the weight of the lightest con rod, which must remain in its standard manufactured form and all original markings and marks remaining untouched.

Remanufacture of the standard crankshaft to facilitate regrinding of bearing surfaces, and the fitting of non-standard bearing shells is permitted, provided that no material is removed from the crankshaft other than from the bearing surfaces.

Early style Air Oil Separator may be replaced by a late style Air Oil Separator.

Early style Intermediate Shaft support bearings may be replaced by late style part(s) or by non-standard bearings.

A spacer may be fitted between the engine crankcase and the sump plate to increase engine oil capacity. Where such a spacer is fitted, it is permitted to extend the oil pick up pipe. Oil sump baffles may be modified and additional baffles fitted. A non-standard sump plate may be fitted.

An oil accumulator designed to maintain the supply of oil under pressure during cornering may be fitted. If this unit is fitted in the habitacle then it must have a secondary casing or bulkhead to separate the accumulator from driver/passenger compartment. Motorsport UK Regulation [J 5.2.1].

An adaptor may be fitted to replace the standard oil filter housing and allow the use of a spin-on type oil filter.

The standard crankshaft belt drive pulley may be replaced by one of a smaller diameter. No other drive pulleys may be modified but the air conditioning compressor and associated pulley may be removed.

It is not permitted to fit a 987 model engine into a 986 model car.

### Engine Power Output

Engine power output measured at the flywheel shall be declared at registration as:

Engine Code: M96.21	Maximum output 210kW/282hp
Engine Code: M96.24	Maximum output 217kW/290hp
Engine Code: M96.26	Maximum output 227kW/305hp
To convert to/from hp/kW the conversion value will be 0.7355.	

The engine code applied by the manufacturer will be taken as indicative of power output only. In case of doubt the Organisers may require engines to be sealed and submitted for power testing. The maximum power output permitted at the flywheel is that of the engine type declared at registration.

The tests will consist of a suitable "warm up period" followed by three test runs back to back.

The average figures obtained will be the figures used.

The designated power test location is:  
Marlin Motorsport  
5 Wellington Place

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Bletchley Telephone  
Milton Keynes  
Buckinghamshire  
MK3 5NA

(01908) 769032 – Contact Martin

The organisers reserve the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests will not be used to determine if engine power output complies with these technical regulations, but may be used to indicate whether further testing/examination of the engine is necessary.

## 5.7.2 Prohibited Modifications

The standard flywheel must be used without modification, but may be replaced by the unit manufactured by TF Motors Sport – Part Code TFMS2105. This unit must be used as supplied and may not be modified in any way. The minimum weight for the unit is 4.7 Kg.

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.

Pistons, connecting rods, camshafts, valves and valve springs must remain as standard. Cams must be as supplied standard to the engine specification by the manufacturer.

## 5.7.3 Engine Location Within The Chassis

The engine must remain in its original position. Engine mounts must be standard.

## 5.7.4 Cooling System

The fitting of additional engine cooling systems within the bodywork is permitted.

The standard radiators must be retained.

The standard thermostat may be replaced by one of different temperature rating.

## 5.7.5 Induction System

The standard, unmodified air filter box must be fitted but the primary air intake pipe may be removed.

An unmodified air filter element must be fitted in the standard location. This may be of the free flow type

## 5.7.6 Fuel Delivery System

The fuel delivery system must remain as standard.

Fuel systems must be standard except that pipework may be changed to stainless steel braided hose or other robust type. Fuel pipes may be passed through the habitacle provided that compliance with Motorsport UK regulation J5.13 is maintained

## 5.7.7 Exhaust System

The standard exhaust manifolds and catalytic converters must be retained. The exhaust system beyond the standard catalytic converter is free. The final outlet of the exhaust system must be in the standard location.

## 5.7.8 Ignition System

The standard Porsche DME (Digital Motor Electronics) Engine Control Unit (ECU) may be reprogrammed (remapped) providing the power output remains within the stated regulations limits.

The ECU must remain located in the standard position and must be the only system controlling the engine operation.

Standard Traction Control systems if fitted, may be disabled.

The championship Organisers reserve the right to require the fitment of a data/power logger to any or all

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competing vehicles.

Spark plugs are free.

## **5.8(A) Suspension**

- 5.8.1 Dampers and springs must be to the Championship specification manufactured by GAZ shocks Part Numbers: Complete Race Kit TGA986. Individual Struts – fronts: SAS123 rear SAS124. No modification of the dampers/springs is permitted and must be run as supplied by GAZ Shocks. It is permitted to fit a spacer to allow the dampers to be fitted to the 987 suspension.
- 5.8.2 Wheelbase and track are to remain as standard with the exception of Championship Regulation 5.12.2.
- 5.8.3 Any anti-roll bar manufactured for the Porsche Boxster, Porsche 996 and Porsche 997 may be fitted provided that no modification to the mounting points is made. Modified drop links may be fitted provided they attach to the standard mounting points.
- 5.8.4 All bushes must be standard Porsche parts. No rose jointed, spherical bearings or polyurethane bushes are permitted. It is permitted to fit rose joints to the ends of the anti-roll bar to allow for adjustment.
- 5.8.5 Adjustable lower suspension control arms from the Porsche GT3, Porsche part numbers; 996-341-121-90 (Left) and 996-341-122-90 (Right) may be fitted in conjunction with control arm bearing flange(s), Porsche part number 996-341-441-90. Control arms must be fitted to the correct side of the car. Motor sport lower control arms with metal bushing from the racing GT3 Cup are not permitted.
- 5.8.6 It is permitted to use a front strut brace, provided it is of a bolt on type and is only connected directly between the two front suspension turrets.

## **5.9(A) Transmission**

- 5.9.1 Both manual and Tiptronic gearboxes are permitted. Gear ratios and final drive ratio must remain as standard for the type of gearbox used.
- 5.9.2 Only gearboxes available as factory fitted options for the model may be used. The gearbox type used must be declared at registration for the series and no change of gearbox type will be permitted during the season.
- 5.9.3 The clutch unit must remain as standard but the friction material is free. Torque biasing differential units of any specification/country of origin are prohibited.
- 5.9.4 Gearbox mounts must be standard.

## **5.10(A) Electrics**

- 5.10.1 The standard ignition switch must be retained.
- 5.10.2 A separate rear warning lamp ('rain light') to Motorsport UK regulation [K.5] is mandatory.
- 5.10.3 Battery type is free. The battery may be relocated to either front or rear luggage compartment. Alternatively it may be placed in an approved container and attached securely in the passenger foot well.
- 5.10.4 The alternator must be of the original type and its pulley must remain standard and working at all times. No device to change the standard output of the alternator is permitted.
- 5.10.5 The standard wiring harness must be retained. The standard immobiliser system, all fault diagnosis connections and fault recording systems must remain fitted and fully functional. Any other non-essential wiring may be removed.
- 5.10.6 If a data logging system is fitted it must be used for the monitoring and display of information only. All data obtained must be made available to the eligibility scrutineer upon request.

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## 5.11(A) Brakes

- 5.11.1 All brake components must be either Original Equipment Manufacturer (OEM) specified parts or identical in specification to OEM specified parts, with the exception of flexible hoses and brake pads (detailed in paragraphs 5.11.3 and 5.11.4).
- 5.11.2 Ceramic composite brakes are not permitted.
- 5.11.3 Brake fluid hoses may be replaced with stainless steel braided hose. Brake pipes may be passed through the habitacle provided that compliance with Motorsport UK Regulation [J 5.12.1] is maintained.
- 5.11.4 Brake pads must be either RC6 material manufactured by Carbone Lorraine or from the controlled brake supplier Mintex Racing / Questmead Front Pads Part Number: MDB2038F2R and Rear Pads Part Number: MDB1874F2R. Alternatively Mintex Racing Front Pads and rear pads of F3R compound may be used. Pagid Brake Pads - Front and Rear RS29 may also be used.
- 5.11.5 Deforming or removal of brake backing plates is permitted. Additional brake cooling may be fitted provided the cooling ducting and the opening in the bodywork is no larger than 70mm (internal diameter). No additional opening/fittings may be used to increase airflow into the cooling ducting. Permitted parts for ducting are APS single layer neoprene ducting hose 63mm (Cubiscan Code APSSN063BLK), Revotec aluminium air outlets (Cubiscan Code GLOA063) and 2 off rectangular intake offset outlets 150 x 75mm (GLOJD150-75OS). Routing of the ducting is free.
- 5.11.6 Standard ABS, ABD (Active Braking Differential) must be fitted to the manufacturer's original specification and fully operational at all times. ESP (Electronic Stability Program) may be disabled if required. A Limited Slip Differential may be fitted instead of the standard differential. The only LSD permitted is: Gripper limited slip differential - part code G3-275-001-A. Supplied by Gripper Differentials, 19 Brindley Road, Bayton Road Ind Est. Exhall, Coventry, CV7 9EP. [www.gripperltd.com](http://www.gripperltd.com). Gripper Differentials will keep a log of all differentials supplied, and these will be sealed. Only one rebuild will be permitted per season, and this must be carried out by Gripper Differentials.
- 5.11.7 Any blanking of the rear brake hydraulic circuit is prohibited.

## 5.12(A) Wheels And Steering

- 5.12.1 Wheels must be to the Championship specification as manufactured by Rimstock PLC. Rear wheels: ProRace 1.3 10.0 x 18 e45. Front wheels: ProRace 1.3 8.5 x 18 e45.
- As an alternative wheels manufactured by Revolution Wheels International Ltd are permitted – Front wheels: 18 x 8.5 ET 45 5-130/71.6 CR10 Flow-Formed ALLU-LITE in matt black all over finish – Part number TBA. Rear wheels 18 x 10.0 ET 45 5-130/71.6 CR10 Flow-Formed ALLU-LITE in matt black all over finish – Part number RVB99505S145716MBAO
- 5.12.2 Wheels are allowed to be spaced within the constraints of the standard body profile (Note Motorsport UK Regulations [J 5.8.2] and [Q 19.7.1] & [Q 19.7.2]).
- 5.12.3 Standard wheel retaining bolts may be replaced by studs and wheel nuts.
- 5.12.4 The steering rack must be standard for the model. Power steering system must remain fitted. Additional cooling of the power steering system is permitted.
- 5.12.5 The steering lock pin must be removed.
- 5.12.6 The turning circle must be limited to prevent tyre/bodywork contact. Motorsport UK Regulation [J 5.7.4].

## 5.13(A) Tyres

- 5.13.1 The mandatory control tyre for the Championship is the Proxes R888R as manufactured by Toyo. The following sizes must be used:- Front 225/40R18, Rear:- 265/35R18.

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All tyres must be purchased from the nominated distributor and will be marked to identify the source of the tyre. The use of tyres purchased from any other source is prohibited. It is mandatory to highlight the PDA markings on the outside of the tyre.

The nominated tyre distributor is;  
Tyres (South Shore) Ltd  
57 Cowley Road  
Marton  
Blackpool  
FY4 4NE  
Tel: 01253 761362

5.13.2 The use of any heating/heat retention devices is prohibited.

5.13.3 The use of tyre softening treatments is prohibited.

## 5.14(A) Minimum Weight

5.14.1 Minimum weight will be:-

Mk 1 engine (M96.21)

1280 Kg including driver (in full racing kit).

Mk 2 engine (M96.24)

1305 Kg including driver (in full racing kit).

Mk 3 engine (M96.26)

1325 Kg including driver (in full racing kit).

5.14.2 In the interests of equality, the Organisers reserve the right to review the minimum weights after every two championship rounds

5.14.3 If ballast is required to achieve the minimum weight this must be affixed in the form of not more than two metal weights attached to a chassis member, clearly visible within the passenger space or luggage compartments, and secured with drilled bolts to allow wire seals to be applied. Motorsport UK Regulation [J 5.15].

## 5.15(A) Fuel Tank and Fuel

5.15.1 The standard fuel tank must be retained and fitted in the standard location.

5.15.2 Fuel **must** be Pump Fuel as defined in the current Motorsport UK Yearbook. Additives are prohibited. Motorsport UK Regulation Section B, Nomenclature & Definitions (see Pump Fuel).

## 5.16(A) Silencing

Silencing to Motorsport UK Regulations [J 5.17] & [J 5.18] must be maintained.

## 5.17(A) Competition Numbers/Decals

5.17.1 **Positions**

The car number must be displayed on the door panel in accordance with Motorsport UK Regulation [J 4.1]. The forward facing number must be displayed on the windscreen in accordance with Motorsport UK Regulation [Q 11.4.2].

The Organisers will supply one car set of door numbers on the championship background for each driver **registering for the complete championship and for other drivers registering prior to the start of the season** and the cost of these will be included in the driver's Registration fee. **Drivers registering for a part season after the season commences will be issued with blank championship backgrounds only.** Further sets of blank number backgrounds **may** be supplied by the organisers, but there will be a charge of £25 per car set, and the driver/entrant will have to supply their own race number digits for these blank backgrounds.

All cars must carry identification of the BRSCC in allocated positions on either side of the car.

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The windscreen must carry a sunstrip across the top which will carry the sponsor's logo. The strip will be provided by the Organisers.

The Organisers will reserve a space no larger than 300mm x 150mm on the dashboard which may be used for the placement of sponsors' decals.

No car shall display its vehicle registration number (front **or** rear) during any Race meeting at which it competes.

5.17.2

## **Suppliers**

BRSCC decals (which must be displayed on each side of the car in an unobscured manner) are available at signing-on at each BRSCC meeting.

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. The Organisers decals, logos and graphics must be placed in the positions as shown on any officially issued layout form (Appendix 1).

A full set of stickers will be supplied for each car prior to its first race. Any further replacements supplied may be chargeable.

Diagrams demonstrating the mandatory positions of the series decals and racing numbers and areas available for individual sponsors will be provided by the Organisers.

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## Class B Sport Boxster 2.7

### 5.5(B) Chassis

The chassis must remain as standard. Both the removal and addition of any material except that specified in these regulations is prohibited.

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 specified bolt –in roll cage manufactured by Safety Devices Limited (part number TBA) as per Championship Regulation 5.3.7 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.

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 undersealant, rust proofing and sound deadening materials may be removed.

### 5.6(B) Bodywork

5.6.1.1 A metal hardtop roof (not carbon fibre) 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.

5.6.1.2 Rear wing GT-116 manufactured by Tune Factory may be fitted. The location of the wing mounting to be as per illustrations "Boxster Wing 1, 2 " (see **Appendix 2**).

#### Modifications Permitted

Must remain as standard except for the following:

#### 5.6.1.2 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.

Passenger seat may be removed but if retained must match the driver's seat.

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

The central dashboard vents and fascia may be substituted for a single piece of appropriate sheet material. Door interior panels must be fitted but may be non-standard. Bare sheet metal is not acceptable and if used must be painted or powder coated. The interior must be painted a uniform colour.

Dashboard instrumentation is free

The gear change lever and pedals may be altered to improve the ease of use but must remain in the original location and cannot be made lighter. Material may be added. 'Shortshift' gear levers are permitted. The gear lever may be raised but must remain on the centre line.

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 its original position. The window winding mechanisms and any other internal door components that are attached with removable fixtures can be removed. It is permitted to use a

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heated windscreen instead of the standard item.

The use of plastic type side windows is permitted provided that they comply with Motorsport UK Regulations (min 4mm thickness) and that adequate ventilation is provided to the interior (Motorsport UK Regulation [J 5.2.9])

All parts of the heating and air conditioning system may be removed.

The central locking system must be removed or rendered inoperative.

Spare wheel and toolkit must be removed.

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

## 5.6.2

### Exterior

Number plate mounting brackets must be removed.

The front light and indicator units may be removed. Should this be the case, they must be replaced by a solid surface with no gaps around the edge that is the exact same shape and profile as the removed light unit.

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 if the inner bumpers have been removed. It must be no larger than is reasonably necessary and serve no other function than allowing fitment of the towing eye. In accordance with MSA Regulation [Q 19.1.3].

Standard bonnet and boot catches must be removed and replaced with safety locking pins or clips unless the car is in full road trim.

### 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.

The silhouette and plan must remain as standard except as modifications permitted above.

The minimum ride height is 85mm with the driver (in full racing kit) seated normally in the car. When the standard sill of the vehicle is swept by an 85mm block, the block should not jam against any component except the manufacturer's standard plastic wheel arch trim pieces.

## 5.7(B)

### Engines

#### 5.7.1

#### Permitted Modifications

The engine and its components must be as standard for the model except as detailed in this section.

Remanufacture of the standard crankshaft to facilitate regrinding of bearing surfaces, and the fitting of non-standard bearing shells is permitted, provided that no material is removed from the crankshaft other than from the bearing surfaces.

#### Engine Power Output

Engine power output measured at the flywheel shall be declared at registration as:

Engine Code:M96.22 Maximum output 162kW/220hp

Engine Code:M96.23 Maximum output 168kW/228hp

To convert to/from hp/kW the conversion value will be 0.7355.

The engine code applied by the manufacturer will be taken as indicative of power output only. The Organisers may



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require engines to be sealed and submitted for power testing. The maximum power output permitted at the flywheel is that of the engine type declared at registration.

The tests will consist of a suitable "warm up period" followed by three test runs back to back.

The average figure obtained will be the figure used.

The designated power test location is:

Marlin Motorsport  
5 Wellington Place  
Bletchley Telephone  
Milton Keynes  
Buckinghamshire  
MK3 5NA

(01908) 769032 – Contact Martin

The organisers reserved the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests will not be used to determine if engine power output complies with these technical regulations, but may be used to indicate whether further testing/examination of the engine is necessary.

## 5.7.2 Prohibited Modifications

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 Engine Location Within The Chassis

The engine must remain in its original position. Engine mounts must be standard.

## 5.7.4 Cooling System

The standard radiators must be retained.

## 5.7.5 Induction System

The standard unmodified air filter box and filter including the primary inlet pipe must be used.

An unmodified air filter element must be fitted in the standard location. An aftermarket replacement filter element may be used providing it fits the OEM filter box without modification.

## 5.7.6 Fuel Delivery System

Fuel systems must be standard except that pipework may be changed to stainless steel braided hose or other robust type. Fuel pipes may be passed through the habitacle provided that compliance with MSA regulation [J 5.13] is maintained

## 5.7.7 Exhaust System

The standard complete exhaust system and catalytic converters must be retained. The final outlet of the exhaust system must be in the standard location.

## 5.7.8 Ignition System

The standard Engine Control Unit (ECU) for the model may not be modified in any way, either by the changing of components or re-programming (re-mapping) of the standard Porsche DME (Digital Motor Electronics).

The ECU must be located in the standard position and must be the only system controlling the engine operation. It is not permitted to modify the operation of the ECU by the fitment of components or software either internally or externally.

Standard Traction Control systems if fitted may be disabled.

The championship Organisers reserve the right to require the fitment of a data/power logger to any or all

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competing vehicles.

Spark plugs are free.

5.7.9 The championship Organisers reserve the right to require fitment of an inlet air restrictor to all cars. On introduction of this air restrictor, ignition and fuelling maps may be modified in the standard engine control ECU.

## 5.8(B) Suspension

5.8.1 Dampers and springs must be to the Championship specification manufactured by GAZ shocks Part Numbers: Complete Race Kit TGA986. Individual Struts – fronts: SAS123 rear SAS124. No modification of the dampers/springs is permitted and must be run as supplied by GAZ Shocks. It is permitted to fit a spacer to allow the dampers to be fitted to the 987 suspension.

5.8.2 Wheelbase and track are to remain as standard with the exception of Championship Regulation 5.12.2.

5.8.3 Any anti-roll bar manufactured for the Porsche Boxster, Porsche 996 and Porsche 997 may be fitted provided that no modification to the mounting points is made. Modified drop links may be fitted provided they attach to the standard mounting points.

5.8.4 All bushes must be standard Porsche parts. No rose jointed, spherical bearings or polyurethane bushes are permitted. It is permitted to fit rose joints to the ends of the anti-roll bar to allow for adjustment.

5.8.5 Adjustable lower suspension control arms from the Porsche GT3, Porsche part numbers; 996-341-121-90 (Left) and 996-341-122-90 (Right) may be fitted in conjunction with control arm bearing flange(s), Porsche part number 996-341-441-90. Control arms must be fitted to the correct side of the car. Motor sport lower control arms with metal bushing from the racing GT3 Cup are not permitted.

## 5.9(B) Transmission

5.9.1 Both manual and Tiptronic gearboxes are permitted. Gear ratios and final drive ratio must remain as standard for the type of gearbox used. Torque biasing differential units of any specification/country of origin are prohibited.

5.9.2 Only gearboxes available as factory fitted options for the model may be used. The gearbox type used must be declared at registration for the series and no change of gearbox type will be permitted during the season.

5.9.3 The clutch unit must remain as standard.

5.9.4 Gearbox mounts must be standard.

## 5.10(B) Electrics

5.10.1 The standard ignition switch must be retained.

5.10.2 A rear warning lamp (rain light) to MSA Regulation [K 5] is mandatory.

The front light and indicator units may be removed. Should this be the case, they must be replaced by a solid surface with no gaps around the edge that is the exact same shape and profile as the removed light unit.

5.10.3 Battery type is free. The location of the battery must remain as per OEM.

5.10.4 The alternator must be of the original type and the pulleys must remain standard and working at all times. No device to change the standard output of the alternator is permitted.

5.10.5 The standard wiring harness must be retained. The standard immobiliser system, all fault diagnosis connections and fault recording systems must remain fitted and fully functional. Any other non-essential wiring may be removed.

5.10.6 If a data logging system is fitted it must be used for the monitoring and display of information only. All data

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obtained must be made available to the eligibility scrutineer upon request.

## 5.11(B) Brakes

- 5.11.1 All brake components must be either Original Equipment Manufacturer (OEM) specified parts or identical in specification to OEM specified parts, with the exception of flexible hoses and brake pads (detailed in paragraphs 5.11.4 and 5.11.4).
- 5.11.2 Ceramic composite brakes are not permitted.
- 5.11.3 Brake fluid hoses may be replaced with stainless steel braided hose. Brake pipes may be passed through the habitacle provided that compliance with MSA Regulation [J 5.12.1] is maintained.
- 5.11.4 Mintex Friction material must be used. Specification is free providing it fits the original equipment calipers without modification.
- 5.11.5 Deforming or removal of brake backing plates is permitted. Additional brake cooling may be fitted provided the cooling ducting and the opening in the bodywork is no larger than 70mm (internal diameter). No additional opening/fittings may be used to increase airflow into the cooling ducting. Permitted parts for ducting are APS single layer neoprene ducting hose 63mm (Cubiscan Code APSSN063BLK), Revotec aluminium air outlets (Cubiscan Code GLOA063) and 2 off rectangular intake offset outlets 150 x 75mm (GLOJD150-75OS). Routing of the ducting is free.
- 5.11.6 Standard ABS, ABD (Active Braking Differential) and ESP (Electronic Stability Program) as fitted, to the manufactures original specification, must be fitted and fully operational at all times.
- 5.11.7 Any blanking of the rear brake hydraulic circuit is prohibited.

## 5.12(B) Wheels And Steering

- 5.12.1 Front Wheels must be any 17" Porsche OEM alloy, size up to 17 x 7 ET55  
Rear Wheels must be any 17" Porsche OEM alloy, size up to 17 x 8.5 ET50
- 5.12.2 Wheel spacers of any type are not permitted.
- 5.12.3 Standard wheel retaining bolts may be replaced by studs and wheel nuts.
- 5.12.4 The steering rack must be standard for the model. Power steering system must remain fitted. The OEM power steering pulley must be retained. Additional cooling of the power steering system is permitted.
- 5.12.5 The steering lock must be made inoperative unless the vehicle is used on the highway.
- 5.12.6 The turning circle must be limited to prevent tyre/bodywork contact. MSA Regulation [J 5.7.4].

## 5.13(B) Tyres

- 5.13.1 The mandatory control tyre for the Championship is the Proxes R888R manufactured by Toyo. The following sizes must be used. Front: 205.50 x17 , Rear 255.40 x 17.

Tyres will be limited to 4 sets (8 front & 8 rear) for the championship season.

All tyres must be purchased from the nominated distributor and will be marked to identify the source of the tyre. The use of tyres purchased from any other source is prohibited. It is mandatory to highlight the PDA markings on the outside of the tyre.

The nominated tyre distributor is;  
Tyres (South Shore) Ltd  
57 Cowley Road  
Marton

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Blackpool  
FY4 4NE

Tel: 01253 761362

5.13.2 The use of any heating/heat retention devices is prohibited.

5.13.3 The use of tyre softening treatments is prohibited.

## 5.14(B) Minimum Weight

5.14.1 Minimum weight will be:-  
M96.22 engine: 1270Kg including driver in full racing kit.  
M96.23 engine: 1295Kg including driver in full racing kit.

5.14.2 In the interests of equality, the Organisers reserve the right to review the minimum weights after every two championship rounds

5.14.3 If ballast is required to achieve the minimum weight this must be affixed in the form of not more than two metal weights attached to a chassis member, clearly visible within the passenger space or luggage compartments, and secured with drilled bolts to allow wire seals to be applied. Motorsport UK Regulation [J 5.15].

## 5.15(B) Fuel Tank and Fuel

5.15.1 The standard fuel tank must be retained and fitted in the standard location.

5.15.2 Fuel is to be Pump Fuel as defined in the current Motorsport UK Yearbook. Additives are prohibited. Motorsport UK Regulation Section B, Nomenclature & Definitions (see Pump Fuel).

## 5.16(B) Silencing

Silencing to Motorsport UK Regulations [J 5.17] & [J 5.18] must be maintained

## 5.17(B) Competition Numbers/Decals

### 5.17.1 Positions

The car number must be displayed on the door panel in accordance with MSA Regulation [J 4.1]. The forward facing number must be displayed on the windscreen in accordance with MSA Regulation [Q 11.4.2].

The Organisers will supply one car set of door numbers on the championship background for each driver registering for the complete championship and for other drivers registering prior to the start of the season and the cost of these will be included in the driver's Registration fee. Drivers registering for a part season after the season commences will be issued with blank championship backgrounds only. Further sets of blank number backgrounds may be supplied by the organisers, but there will be a charge of £25 per car set, and the driver/entrant will have to supply their own race number digits for these blank backgrounds..

All cars must carry identification of the BRSCC in allocated positions on either side of the car.

The windscreen must carry a sunstrip across the top which will carry the sponsor's logo. The sunstrip will be provided by the Organisers.

The Organisers will reserve a space no larger than 300mm x 150mm on the dashboard which may be used for the placement of sponsor's decals.

No car shall display its vehicle registration number (front and rear) during any Race meeting at which it competes.

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**5.17.2**

## **Suppliers**

BRSCC decals (which must be displayed on each side of the car in an unobscured manner) are available at signing-on at each BRSCC meeting.

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. The Organisers decals, logos and graphics must be placed in the positions as shown on any officially issued layout form (Appendix 1).

A full set of stickers will be supplied for each car prior to its first race. Any further replacements supplied may be chargeable.

Diagrams demonstrating the mandatory positions of the series decals and racing numbers and areas available for individual sponsors will be provided by the organisers.

## Class C Production Boxster 3.2S

### 5.5(C) Chassis

The chassis must remain as standard. Both the removal and addition of any material except that specified in these regulations is prohibited.

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 specified roll cage as per Championship Regulation 5.3.7 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.

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 undersealant, rust proofing and sound deadening materials may be removed.

### 5.6(C) Bodywork

- 5.6.1.1 A metal hardtop roof (not carbon fibre) 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.

#### Modifications Permitted

Must remain as standard except for the following:

#### 5.6.1.2 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 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 or Carbon Fibre.

Dashboard instrumentation must remain standard.

The OEM gear change lever and pedal box must be retained. "Shortshift" gear levers are not 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 and side windows must be retained in the original position. The window winding mechanisms and any other internal door components that are attached with removable fixtures must be retained. It is permitted to use a heated windscreen instead of the standard item.

All parts of the heating and air conditioning system may be removed.

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The central locking system must be removed or rendered inoperative.

Spare wheel and toolkit must be removed.

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

## 5.6.1.3 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 if the inner bumpers have been removed. It must be no larger than is reasonably necessary and serve no other function than allowing fitment of the towing eye. In accordance with Motorsport UK Regulation [Q 19.1.3].

Standard bonnet and boot catches must be removed and replaced with safety locking pins or clips unless the car is in full road trim.

## 5.6.2 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.

The silhouette and plan must remain as standard except as modifications permitted above.

The minimum ride height is 150mm with the driver (in full racing kit) seated normally in the car. Measurement will be made under the door sill ignoring the jacking point and the standard plastic wheel arch trim.

## 5.7(C) Engines

### 5.7.1 Permitted Modifications

The engine and its components must be as standard for the model except as detailed in this section.

Remanufacture of the standard crankshaft to facilitate regrinding of bearing surfaces, and the fitting of non-standard bearing shells is permitted, provided that no material is removed from the crankshaft other than from the bearing surfaces.

### Engine Power Output

Engine power output measured at the flywheel shall be declared at registration as:

Engine Code: M96.21                      Maximum output 210kW/282hp

Engine Code: M96.24                      Maximum output 217kW/290hp

To convert to/from hp/kW the conversion value will be 0.7355.

The engine code applied by the manufacturer will be taken as indicative of power output only. The Organisers may require engines to be sealed and submitted for power testing. The maximum power output permitted at the flywheel is that of the engine type declared at registration.

The tests will consist of a suitable "warm up period" followed by three test runs back to back.

The average figure obtained will be the figure used.

The designated power test location is:

Marlin Motorsport  
5 Wellington Place  
Bletchley Telephone

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Milton Keynes  
Buckinghamshire  
MK3 5NA

(01908) 769032 – Contact Martin

The organisers reserve the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests will not be used to determine if engine power output complies with these technical regulations, but may be used to indicate whether further testing/examination of the engine is necessary.

## 5.7.2 Prohibited Modifications

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 Engine Location Within The Chassis

The engine must remain in its original position. Engine mounts must be standard.

## 5.7.4 Cooling System

The standard radiators must be retained.

## 5.7.5 Induction System

The standard unmodified air filter box and filter including the primary inlet pipe must be used.

An unmodified air filter element must be fitted in the standard location. An aftermarket replacement filter element may be used providing it fits the OEM filter box without modification.

## 5.7.6 Fuel Delivery System

The fuel delivery system must remain as standard.

Fuel systems must be standard except that pipework may be changed to stainless steel braided hose or other robust type. Fuel pipes may be passed through the habitacle provided that compliance with Motorsport UK regulation [J 5.13] is maintained

## 5.7.7 Exhaust System

The standard complete exhaust system and catalytic converters must be retained. The final outlet of the exhaust system must be in the standard location.

## 5.7.8 Ignition System

The standard Engine Control Unit (ECU) for the model may not be modified in any way, either by the changing of components or re-programming (re-mapping) of the standard Porsche DME (Digital Motor Electronics).

The ECU must be located in the standard position and must be the only system controlling the engine operation. It is not permitted to modify the operation of the ECU by the fitment of components or software either internally or externally.

Standard Traction Control systems if fitted may be disabled.

The championship Organisers reserve the right to require the fitment of a data/power logger to any or all competing vehicles.

Spark plugs are free.

5.7.9 The championship Organisers reserve the right to require fitment of an inlet air restrictor to all cars. On introduction of this air restrictor, ignition and fuelling maps may be modified in the standard engine control ECU.

## 5.8(C) Suspension

5.8.1 Dampers and springs must be standard original equipment. Should the car be fitted with the optional OEM factory



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M030 'Sport' suspension, this is permitted.

- 5.8.2 Wheelbase and track are to remain as standard.
- 5.8.3 Front and Rear standard OEM anti-roll bars must be retained.
- 5.8.4 All bushes must be standard Porsche parts. No rose jointed, spherical bearings or polyurethane bushes are permitted.
- 5.8.5 A front strut brace is not permitted.

## 5.9(C) Transmission

- 5.9.1 Both manual and Tiptronic gearboxes are permitted. Gear ratios and final drive ratio must remain as standard for the type of gearbox used. Torque biasing differential units of any specification/country of origin are prohibited.
- 5.9.2 Only gearboxes available as factory fitted options for the model may be used. The gearbox type used must be declared at registration for the series and no change of gearbox type will be permitted during the season.
- 5.9.3 The clutch unit must remain as standard.
- 5.9.4 Gearbox mounts must be standard.

## 5.10(C) Electrics

- 5.10.1 The standard ignition switch must be retained.
- 5.10.2 All exterior lights must be as standard, be fitted correctly and be fully operational. Opaque headlamp covers are prohibited. A rear warning lamp (rain light) to Motorsport UK Regulation [K 5] is mandatory.
- 5.10.3 Battery type is free. The location of the battery must remain as per OEM.
- 5.10.4 The alternator must be of the original type and the pulleys must remain standard and working at all times. No device to change the standard output of the alternator is permitted.
- 5.10.5 The standard wiring harness must be retained. The standard immobiliser system, all fault diagnosis connections and fault recording systems must remain fitted and fully functional. Any other non-essential wiring may be removed.
- 5.10.6 If a data logging system is fitted it must be used for the monitoring and display of information only. All data obtained must be made available to the eligibility scrutineer upon request.

## 5.11(C) Brakes

- 5.11.1 All brake components must be either Original Equipment Manufacturer (OEM) specified parts or identical in specification to OEM specified parts, with the exception of flexible hoses and brake pads (detailed in paragraphs 5.11.3 and 5.11.4).
- 5.11.2 Ceramic composite brakes are not permitted.
- 5.11.3 Brake fluid hoses may be replaced with stainless steel braided hose. Brake pipes may be passed through the habitacle provided that compliance with Motorsport UK Regulation [J 5.12.1] is maintained.
- 5.11.4 Mintex Friction material must be used. Specification is free providing it fits the original equipment calipers without modification.
- 5.11.5 Deforming or removal of brake backing plates is permitted. Additional brake cooling may be fitted provided the cooling ducting and the opening in the bodywork is no larger than 70mm (internal diameter). No additional opening/fittings may be used to increase airflow into the cooling ducting. Permitted parts for ducting are APS single

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layer neoprene ducting hose 63mm (Cubiscan Code APSSN063BLK), Revotec aluminium air outlets (Cubiscan Code GLOA063) and 2 off rectangular intake offset outlets 150 x 75mm (GLOJD150-75OS). Routing of the ducting is free.

5.11.6 Standard ABS, ABD (Active Braking Differential) and ESP (Electronic Stability Program) as fitted, to the manufactures original specification, must be fitted and fully operational at all times.

5.11.7 Any blanking of the rear brake hydraulic circuit is prohibited.

## 5.12(C) Wheels And Steering

5.12.1 Front Wheels must be OEM 17 X 7 ET55 Alloy (pt no 986.362.124.00)

Rear Wheels must be OEM 17 X 8.5 ET50 Alloy (pt no 986.352.126.05)

5.12.2 Wheel spacers of any type are not permitted.

5.12.3 Standard wheel retaining bolts may be replaced by studs and wheel nuts.

5.12.4 The steering rack must be standard for the model. Power steering system must remain fitted. The OEM power steering pulley must be retained. Additional cooling of the power steering system is permitted.

5.12.5 The steering lock must be made inoperative unless the vehicle is used on the highway.

5.12.6 The turning circle must be limited to prevent tyre/bodywork contact. Motorsport UK Regulation [J 5.7.4].

## 5.13(C) Tyres

5.13.1 The mandatory control tyre for the Championship is the Proxes R888R manufactured by Toyo. The following sizes must be used. Front:- 225.45 X 17, Rear:- 255.40 X 17.

Alternatively Front:- 205.50 X 17.

Tyres will be limited to 4 sets (8 front & 8 rear) for the championship season.

All tyres must be purchased from the nominated distributor and will be marked to identify the source of the tyre. The use of tyres purchased from any other source is prohibited. It is mandatory to highlight the PDA markings on the outside of the tyre.

The nominated tyre distributor is;

Tyres (South Shore) Ltd  
57 Cowley Road  
Marton  
Blackpool  
FY4 4NE  
Tel: 01253 761362

5.13.2 The use of any heating/heat retention devices is prohibited.

5.13.3 The use of tyre softening treatments is prohibited.

## 5.14(C) Minimum Weight

5.14.1 Minimum weight will be:-

MK 1 engines (M96.21)

1300Kg including Driver (with full racing kit).

MK 2 engines (M96.24)

1325Kg including Driver (with full racing kit).

5.14.2 In the interests of equality, the Organisers reserve the right to review the minimum weights after every two championship rounds

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- 5.14.3 If ballast is required to achieve the minimum weight this must be affixed in the form of not more than two metal weights attached to a chassis member, clearly visible within the passenger space or luggage compartments, and secured with drilled bolts to allow wire seals to be applied. Motorsport UK Regulation [J 5.15].

## 5.15(C) Fuel Tank and Fuel

- 5.15.1 The standard fuel tank must be retained and fitted in the standard location.
- 5.15.2 Fuel **must** be Pump Fuel as defined in the current Motorsport UK Yearbook. Additives are prohibited. Motorsport UK Regulation Section B, Nomenclature & Definitions (see Pump Fuel).

## 5.16(C) Silencing

Silencing to Motorsport UK Regulations [J 5.17] & [J 5.18] must be maintained

## 5.17(C) Competition Numbers/Decals

### 5.17.1 Positions

The car number must be displayed on the door panel in accordance with Motorsport UK Regulation [J 4.1]. The forward facing number must be displayed on the windscreen in accordance with Motorsport UK Regulation [Q 11.4.2].

The Organisers will supply one car set of door numbers on the championship background for each driver **registering for the complete championship and for other drivers registering prior to the start of the season** and the cost of these will be included in the driver's Registration fee. **Drivers registering for a part season after the season commences will be issued with blank championship backgrounds only.** Further sets of blank number backgrounds **may** be supplied by the organisers, but there will be a charge of £25 per car set, and the driver/entrant will have to supply their own race number digits for these blank backgrounds.

All cars must carry identification of the BRSCC in allocated positions on either side of the car.

The windscreen must carry a sunstrip across the top which will carry the sponsor's logo. The sunstrip will be provided by the Organisers.

The Organisers will reserve a space no larger than 300mm x 150mm on the dashboard which may be used for the placement of sponsor's decals.

No car shall display its vehicle registration number (front **or** rear) during any Race meeting at which it competes.

### 5.17.2 Suppliers:

BRSCC decals (which must be displayed on each side of the car in an unobscured manner) are available at signing-on at each BRSCC meeting.

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. The Organisers decals, logos and graphics must be placed in the positions as shown on any officially issued layout form (Appendix 1).

A full set of stickers will be supplied for each car prior to its first race. Any further replacements supplied may be chargeable.

Diagrams demonstrating the mandatory positions of the series decals and racing numbers and areas available for individual sponsors will be provided by the organisers.

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## Class D Classic 924

### 5.5(D) Chassis

The floor pan (including the spare wheel well) must remain as standard except that aluminium Chequer plate can be bolted to the floor pan. If your spare wheel well has been damaged **during a meeting** it needs to be reshaped by the next **meeting**. Additionally it is not permitted to cover the spare wheel well. The body sills (either side) can be foam filled.

### 5.6(D) Bodywork

#### 5.6.1 Modifications Permitted

Must remain as standard except for the following :

Steering wheel and driver's seat are free. Passenger seat may be removed but if retained must match the drivers seat.

Spare wheel and tool kit must be removed.

All carpets may be removed but all other trim must remain except that, at driver's discretion, all vertical trim may be removed other than dashboard and centre console. Door interior panels must be fitted and the interior painted to a uniform colour.

G.R.P. front wings, bonnet and one-piece front panel/headlight lids may be fitted. If this is fitted, headlights and their mechanism may be removed.

The front fog light and indicator units may be removed. Should this be the case, they may be replaced by alternatives of the same size in working order and protected by transparent material ((Motorsport UK Regulation [Q19.14.4])). There may be no air gaps between the lamp assemblies in the front bumper. Alternatively, they can be replaced by a solid surface with no gaps around the edge set in the foglight recess in the front bumper.

Brake apertures are permitted in the front valance (lower).

Bumpers, and all other body trim must remain as standard profile save for the side body trims, which may be removed. The fitting of a 924 Turbo badge panel is permitted.

The silhouette and plan profile should be as the standard 924 plus a rear spoiler if fitted. The spoiler may be an original or pattern version of the rear spoiler as supplied by the factory as original equipment for 924, 924S, 924 Turbo, 944, 944S, 944S2, 944 Turbo and 968 models.

The minimum ride height is 76mm with the driver **(in full racing kit) seated normally** in the car. When the standard sill seam of the vehicle is swept by a 76mm block, this block should not jam against any component.

The use of plastic type side windows is permitted **provided** that they comply with the Motorsport UK Regulations. (min. 4mm thickness) and that adequate habitable ventilation **is provided in accordance with** Motorsport UK Regulation [J 5.2.9]. The windscreen and all windows must be fitted in their original locations directly affixed to the body shell surface or complete with the original pattern rubber seals. Tilting of the windscreen from its original location and flush fitting of windows is prohibited. In the case of door windows, they may be fixed to both or either of the inner faces of the channel section.

In the case of the rear quarter windows, they can only be fitted to the outer face of the window aperture flange. Additionally, it is permitted to seal the windows from water ingress by the use of a proprietary sealant.

The replacement of the original rear windscreen is permitted by a transparent plastic type provided it is of an identical shape to the original with a minimum thickness of 4mm.

The replacement must be fitted in the original rear windscreen frame/aperture and strengthened in position by two longitudinal 25mm wide metal straps, set 25cm either side of the vehicle centre line, and must be securely affixed to the vehicle bodywork above and below the rear screen. The metal straps must be fitted to Bodywork or

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the original frame, which in turn must be securely locked in the closed position.

The fitment of standard rear spoilers from Porsche models 924/S/GTS/GTR or 944 is permitted.

Sponsor/advertising windscreen banners may not extend beyond the upper edge of the windscreen glass surface.

Mirrors: as per Motorsport UK Regulation [Q 19.15.1].

## 5.6.2 Modifications Prohibited

Strengthening and re-location of jacking points is prohibited.

The fitting of on-board jacking systems is prohibited.

The opening or use of additional apertures or the taping of normal bodywork gaps, spoilers or any profiles is prohibited.

Seam Welding: Not permitted. Where body repairs are necessary after accident damage the standard spot welding may be replaced by stitch welding panel joints: these welds must not be longer than 50mm with a gap of 50mm between welds.

## 5.7(D) Engines

### 5.7.1 Permitted Modifications

The engine and components must be as standard except it is permitted to use oversize pistons up to and including 1.0mm dia (3rd oversize).

It is permitted to use Piper camshaft designated and stamped thereon PDA002 supplied direct from Piper Cams, 2 St John Court, Ashford Business Park, Sevington, Ashford, Kent, TN24 0ST Tel: 01233 500200.

The PDA002 mark is positioned so that the eligibility scrutineer can check the mark without the need to remove the camshaft cover.

If drivers/entrants possess camshafts that have the same technical specification as the Piper PDA002, but do not have the specific PDA002 marking, they can supply them to Piper for checking and stamping with the PDA002 mark. Piper will levy a charge (currently £60+VAT) for this checking and stamping service.

It is also permitted to use Piper camshaft designated and stamped thereon PDA001 supplied direct from Piper Cams, 2 St John Court, Ashford Business Park, Sevington, Ashford, Kent, TN24 0ST Tel: 01233 500200.

Cars using a PDA001 camshaft must be submitted to the eligibility scrutineer prior to their first race or qualifying session. The scrutineer will measure the specification of the camshaft in situ in the car, and then seal the cam cover using Motorsport UK compliant seals that do not allow the cam cover to be removed without breaking the seals. The car will have to have two cam cover studs or nuts pre-drilled by the driver/entrant to accept the seals. There will be a charge of £25 every time the cam cover is sealed – both initially and on subsequent occasions when the cam cover has been removed. The use of a Vernier cam pulley is permitted.

The cylinder block may be machined to recover a damaged block provided that standard components are used.

The cylinder head may be machined to recover a damaged head provided that the manufacturer's minimum deck height dimensions are maintained.

It is only permitted to remove sufficient metal from a connecting rod and piston to achieve balance. Material may only be removed from the balancing bosses on the big end cap and the piston skirts. Material may only be removed from the rods down to the lightest rod in the set, which must remain as original Porsche.

### Engine Power Output

The power output (to din 70020) shall not exceed 143hp (105.17kW) at the flywheel. To convert to/from hp/kW the conversion value will be 0.7355.

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The tests will consist of a suitable "warm up period" followed by three test runs back to back.

The highest figures obtained will be the figures used.

The designated power test location is:

Marlin Motorsport  
5 Wellington Place  
Bletchley Telephone  
Milton Keynes  
Buckinghamshire MK3 5NA

(01908) 769032 – Contact Martin

The organisers reserve the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests will not be used to determine if engine power output complies with these technical regulations, but may be used to indicate whether further testing/examination of the engine is necessary.

## 5.7.2 Prohibited Modifications

It is prohibited to remove metal from any component, except for the sole purpose of balancing reciprocating parts. The compression ratio at no time may exceed 9.6:1

## 5.7.3 Engine Location within the Chassis

The engine must remain in its original position.

Engine mounts and gearbox mounts may be stiffened provided the modified components are based on standard Porsche parts.

## 5.7.4 Cooling System

The fitting of additional cooling systems within the bodywork is permitted. Oil sump baffles and modified sump oil pick-ups are permitted. Fitting of an oil cooler is permitted.

## 5.7.5 Induction System

The original air filter box must be fitted but the primary intake pipe may be removed completely, however, it may not be replaced by any other form of air intake. An unmodified air filter element must be fitted in the standard location.

All air used in the combustion process must pass through the airflow metering flap.

Any form of device to accelerate the airflow into the air filter box aperture is prohibited.

## 5.7.6 Fuel Delivery System

Single or double butterfly throttle housings are both allowed. These must remain as standard except that a large throat not exceeding 60mm diameter is allowed for the single butterfly body. A twin butterfly throttle body must be attached using standard mounting points. Slide throttles are not permitted.

An aluminium spacer block may be fitted between the manifold and the throttle body. The bore not to exceed 60 mm. Max depth/ thickness 30mm.

The fuel injection metering head must display the standard Bosch part number relevant to the particular Porsche 924 year/model, with a sensor plate diameter not exceeding 80mm.

The fuel pressure must not exceed the manufacturers standard at any time.

## 5.7.7 Exhaust System

The exhaust beyond the standard manifold is free as long as no bodywork has to be cut to locate it, and it complies with Motorsport UK Regulations [J 5.17] & [J 5.18]. Left-hand drive vehicles must fit right-hand drive exhaust manifolds.

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The final exhaust outlet must be within the body plan view and silhouette.

The exhaust beyond the standard manifold is free so long as the system ends at the same point as the standard system.

## 5.7.8 Ignition System

The position of any ignition control box is free.

Ignition triggering system is free provided that it is fitted within the original distributor body and is the only method for triggering the LT current, distributing the HT ignition current and timing the ignition spark.

Distributor drive is to remain as standard.

## 5.8(D) Suspension

5.8.1 Shock absorbers: Must be as per the 924 championship specification from the designated suppliers: Leda Suspension Ltd, part numbers VO200F and VO200R (front and rear) or GAZ equivalent, part number GGA479 (full set), (N.B. these units are code-stamped).

5.8.2 Spring & torsion bars: Are free so long as they fit without modification to other components. Non-ferrous materials are prohibited.

5.8.3 Wheelbase and track are to remain as standard, except see Championship Regulation 5.12.2.

5.8.4 A front strut brace may be fitted provided that it is of the bolt on type and is only connected directly between the two front suspension turrets. No additional bracing is permitted.

5.8.5 Anti Roll Bars: Only anti roll bars manufactured to fit 924/944/968 floor pans are allowed to be used.

5.8.6 The use of non standard suspension bushes are permitted in place of original rubber bushes

## 5.9(D) Transmission

5.9.1 Only the standard Audi 5 speed (part no.Type16/8MDas fitted from 1981) gearboxes are permitted. The ratios and final drive must be as to standard UK specification.

5.9.2 Only the standard Porsche 924 differential in unmodified form may be used. No LSDs or torque biasing or locked differentials may be used.

5.9.3 The clutch unit must remain as standard. Linings are free but not their surface area.

## 5.10(D) Electrics

### 5.10.1 Exterior Lighting

All exterior lights must be as standard, be fitted correctly and be fully operational, except as provided by Championship Regulation 5.6.1.

### 5.10.2 Batteries

Battery position in the car is free.

The alternator is free but must be operating at all times. No device is permitted to prevent the alternator from giving its standard output during practice and Race.

5.10.3 The wiring harness is free provided that the construction is of a high standard and it contains no system that has any influence whatsoever on the behaviour of the car other than that permitted elsewhere within these regulations.

5.10.4 Instruments are free provided that replacement units are intrinsically safe. Electronic instruments and data logging

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equipment is permitted provided that their operation has no influence whatsoever on the behaviour of the car during competition. Any information obtained from such equipment shall be made freely available to the Eligibility Scrutineer on request.

5.10.5 Additional instrumentation may be fitted provided that is installed in an intrinsically safe manner.

## 5.11(D) Brakes

5.11.1 All brake components must be either Original Equipment Manufacturer (OEM) specified parts or identical in specification to OEM specified parts, with the exception of flexible hoses and brake pads.

5.11.2 All brakes may be cooled by ducting as long as no bodywork has to be removed or modified to fit any ducting.

5.11.3 The deforming and removal of back plates is permitted.

5.11.4 Brake pipes may be passed through the habitacle provided that compliance with Motorsport UK Regulation [J 5.12.1] is maintained.

5.11.5 Removal of the hand brake is allowed.

## 5.12(D) Wheels and Steering

5.12.1 Wheels will be 7" x 15" diameter are free but must be approved for competition use by the Manufacturer.

5.12.2 Wheels are allowed to be spaced to within the constraints of the standard body profile (Note Motorsport UK Regulations [J 5.8.2] and [Q 19.7.1] & [Q 19.7.2]).

5.12.3 The steering lock pin must be removed.

5.12.4 The steering rack is free providing that it is a Porsche part.

## 5.13(D) Tyres

5.13.1 The mandatory control tyre for the championship is: Toyo Proxes R888R 205.50 x 15.

All tyres must be purchased from the nominated distributor and will be marked to identify the source of the tyre. The use of tyres purchased from any other source is prohibited. It is mandatory to highlight the PDA markings on the outside of the tyre.

The nominated tyre distributor is;  
Tyres (South Shore) Ltd  
57 Cowley Road  
Marton  
Blackpool  
FY4 4NE

Tel: (01253) 761362

5.13.2 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited.

## 5.14(D) Minimum Weight Limit

5.14.1 The Vehicle must weigh a minimum of 1000 kg with the driver (in full racing kit) seated normally in the car on board.

5.14.2 If ballast is required to achieve minimum weights, this must be affixed in the form of a single metal weight attached to a chassis member clearly visible within the passenger space and secured with drilled bolts to allow



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wire seals to be applied as per Motorsport UK Regulations.

## 5.15(D) Fuel Tank and Fuel

### 5.15.1 Type Of Fuel Tank

Fuel systems must be as standard, excepting that the pipework may be changed to Aeroquip or other robust type, but must keep to the original layout. Fuel pipes may be passed through the habitacle, provided that compliance with Motorsport UK Regulation [J 5.13] is maintained.

### 5.15.2 Location of the Fuel Tank

You may substitute the standard fuel tank for a type approved by the Motorsport UK and PDA and must be fitted in the manufacturers' original location.

### 5.15.3 Fuel

Fuel is to be Pump Fuel as defined in the current Motorsport UK Yearbook Regulation [Motorsport UK Regulations Section B, Nomenclature & Definitions (see Pump Fuel)]. Additives are prohibited.

5.15.4 The filler tube **must** be suitably isolated from the interior of the vehicle by a suitable fireproof material also fuel tank inspection covers **must** be of similar material.

## 5.16(D) Silencing

Silencing levels as defined under Motorsport UK Regulation [J 5.17] & [J 5.18] must be maintained.

## 5.17(D) Competition Numbers/Decals

### 5.17.1 Positions

The car number must be displayed on the door panel in accordance with Motorsport UK Regulation [J 4.1]. The forward facing number must be displayed on the windscreen in accordance with Motorsport UK Regulation [Q 11.4.2].

The Organisers will supply one car set of door numbers on the championship background for each driver registering for the complete championship and for other drivers registering prior to the start of the season and the cost of these will be included in the driver's Registration fee. Drivers registering for a part season after the season commences will be issued with blank championship backgrounds only. Further sets of blank number backgrounds may be supplied by the organisers, but there will be a charge of £25 per car set, and the driver/entrant will have to supply their own race number digits for these blank backgrounds..

All cars must carry identification of the BRSCC and in allocated positions on either side of the car.

The Organisers will reserve a space no larger than 300mm x 150mm on the dashboard which may be used for the placement of sponsors decals.

No car shall display its vehicle registration number (front **or** rear) during any Race meeting at which it competes.

### 5.17.2. Suppliers

BRSCC decals (which must be displayed on each side of the car in an un-obscured manner) are available at signing-on at each BRSCC meeting.

Competitors must display in unaltered form on the outside of their cars such championship sponsors and organisers' decals and/or stickers as the organisers may supply. The Organisers decals, logos and graphics must be placed in the positions as shown on any officially issued layout form (Appendix 1).

A full set of stickers will be supplied for each car prior to its first race. Any further replacements supplied may be chargeable.

Diagrams demonstrating the mandatory positions of the series decals and racing numbers and areas available for individual sponsors will be provided by the organisers.

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## **CLASS 924 INVITATION**

This is a class for naturally aspirated 924 and 924S models that do not meet the requirements of the Championship Class C 924 regulations

Eligible cars are Porsche 924 and 924S models with naturally aspirated four cylinder 2.0 or 2.5 litre engine, and must have a power to weight ratio no greater than 143 hp (105.17kW) at the flywheel per 1000 Kg kerbweight with driver aboard.

The silhouette and plan profile should be as the standard 924 plus a rear spoiler if fitted. The spoiler may be an original or pattern version of the rear spoiler as supplied by the factory as original equipment for 924, 924S, 924 Turbo, 944, 944S, 944S2, 944 Turbo and 968 models

Competitors must display in unaltered form on the outside of their cars such championship sponsors and organisers' decals and/or stickers as the Organisers may supply. The Organisers decals, logos and graphics must be placed in the positions as shown on any officially issued layout form (Appendix 1). A full set of stickers will be supplied for each car prior to its first race. Any further replacements supplied may be chargeable.

Cars can use any tyres from the Motorsport UK list of 1A/1B/1C treaded tyres for their first meeting. However, for subsequent meetings, the car must be fitted with the same Toyo R888R tyres as the Class C 924 competitors.

Cars in the 924 Invitation class will not qualify for any championship points or awards.

Invitation class cars can only race at the discretion of the Organisers. Prior to entering, the Organisers must be provided with details of the car specification and will judge whether it is eligible to enter.

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## 6. APPENDICES

### 6.1 Race Organising Club and Contacts

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSK.

BRSCC H.Q.

BRSCC (British Racing & Sports Car Club)  
Homesdale Business Centre  
Platt Industrial Estate  
Maidstone Road  
Borough Green  
Kent  
TN15 8JL

Tel: 01732 780100  
Fax: 01732 885783

#### 6.1.2 Useful Contacts

##### Championship Committee

**Nick Hull** (Chairman)  
07967 315897  
[njh@tbmltd.co.uk](mailto:njh@tbmltd.co.uk)

**John Broadley** (Championship Coordinator)  
07768 070911  
[johnbroadley@bh-a.co.uk](mailto:johnbroadley@bh-a.co.uk)

**Chris Valentine** (Media)  
07712 255148  
[orders@hockeyphotos.com](mailto:orders@hockeyphotos.com)

**Karl Rossin** (Driver Representative)  
07802 908495  
[racing924@yahoo.com](mailto:racing924@yahoo.com)

### 6.2 Commercial Undertakings

#### 6.2.1 Trade Support

#### 6.2.2 Advertising/Glass

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Coordinator.
- B The only exception being the rear side windows that should have the drivers' surname clearly displayed in simple bold type, unless these championship regulations specify a different option.
- C All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

#### 6.2.3 Vehicles, Decals And Overalls/Patches

Competitor's overalls must be clean and maintained to a reasonable standard, and cars deemed to be of an unacceptable standard of presentation may not be permitted to race.

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## **6.2.4 Promotional Activities**

Competitors may be asked and will be expected to participate in championship promotion activities at the circuits, as requested by the organisers

## **6.2.5 Vehicle Presentation**

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its' presentation (including interior) they may **disqualify** any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

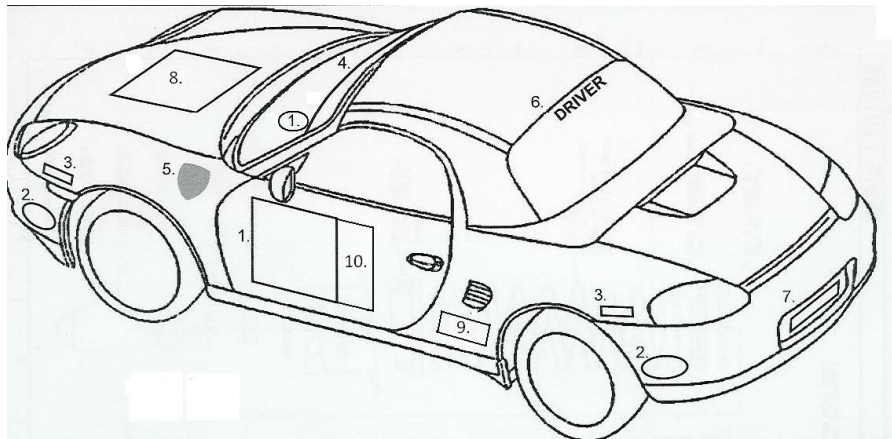
This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double/triple header can be regarded as one event for the purposes of this regulation.

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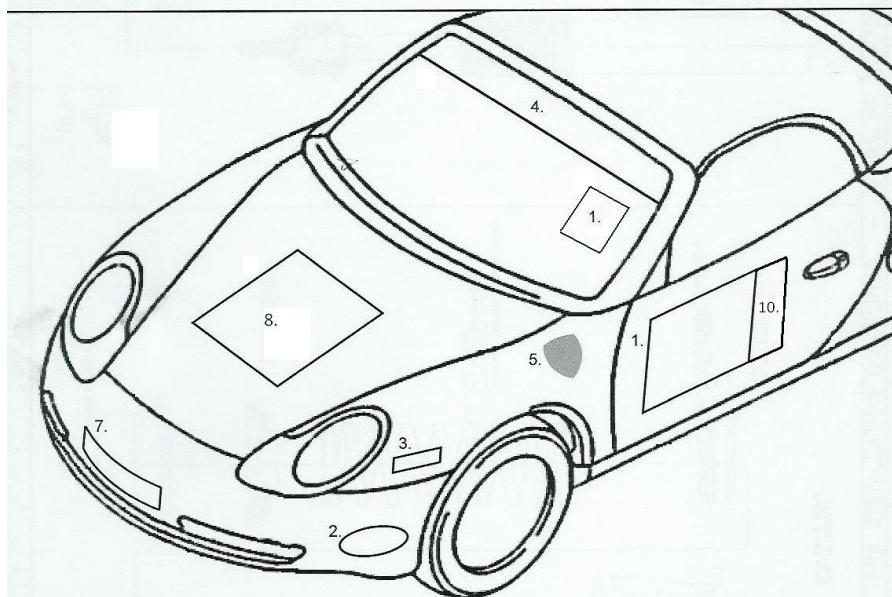
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## Appendix 1



### PROVISIONAL - PORSCHE CHAMPIONSHIP MANDATORY DECAL POSITIONS TO BE CONFIRMED WHEN DRIVERS REGISTER FOR THE CHAMPIONSHIP

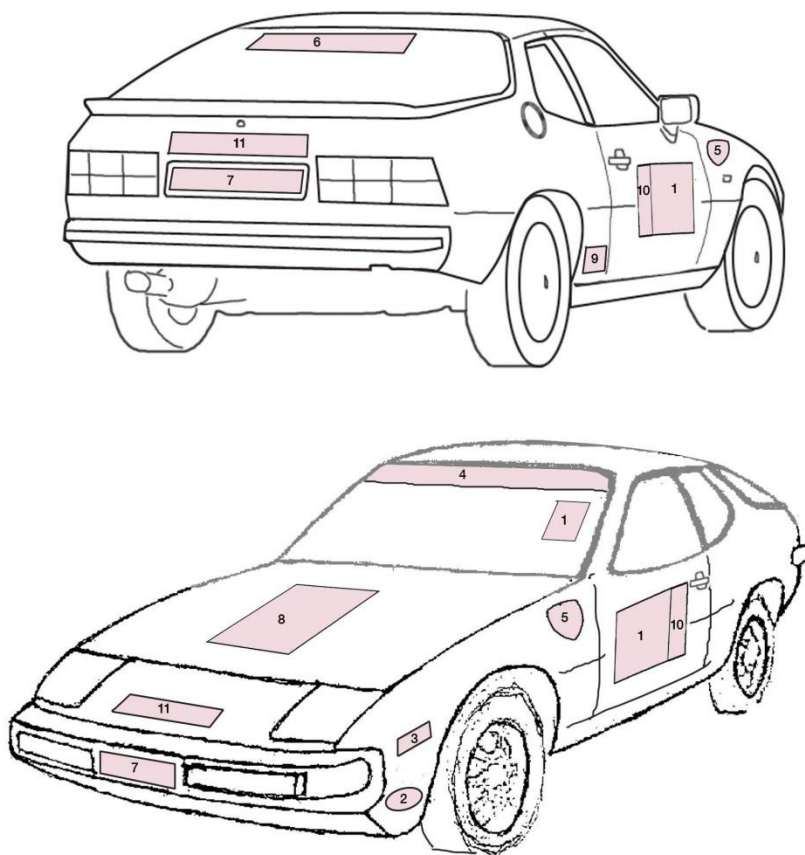
1. Racing Number
2. Fourth Sponsor
3. Sponsor
4. Toyo Tires (Title Sponsor)
5. BRSCC
6. Drivers Surname
7. Hartech
8. Third Sponsor
9. Tyres South Shore
10. Sponsor



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## Appendix 2

Location of rear wing for Class A Boxster

### BOXSTER WING 1

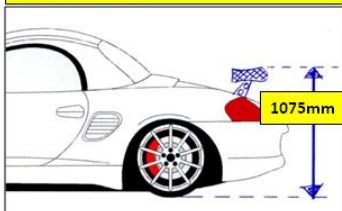
(A) Wing mount front edge to forward edge of engine cover: 285mm(+or-5mm)

(B) Wing mount rear edge to edge of engine cover : 220mm(+or-5mm)

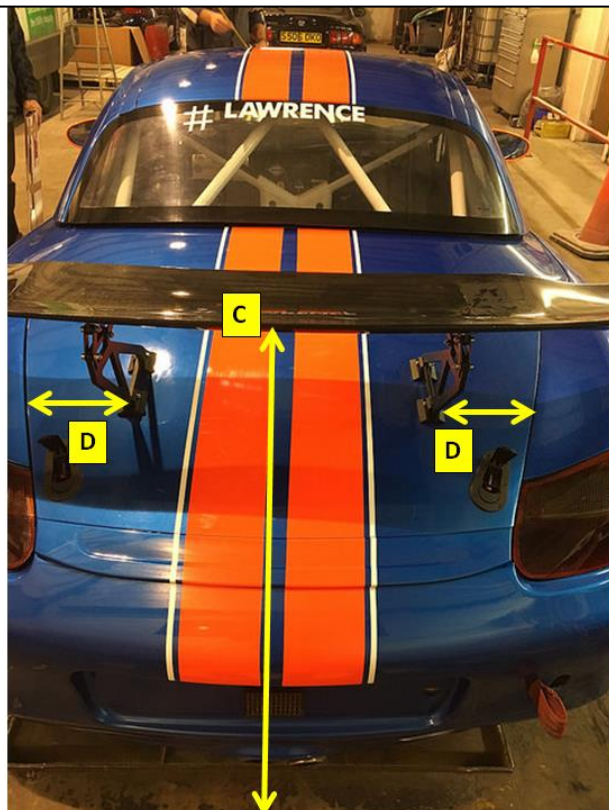


### BOXSTER WING 2

(C) Highest point of wing blade must not exceed 1075mm from the ground



(D) Wing mount outer edge to edge of engine cover: 175mm (+or-5mm)



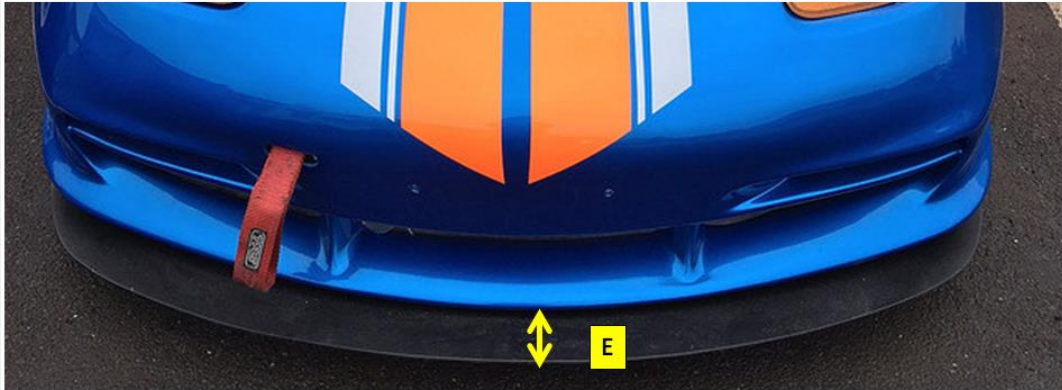
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## Protrusion of front splitter on Class A Boxster

### BOXSTER SPLITTER



(E) The splitter must not protrude more than **70mm(+or-5mm)** beyond the bumper edge at any point



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## BRSCC Porsche Championship REGISTRATION FORM 2019

All drivers must register as competitors for the Championship by returning this Registration Form with the Registration Fee of **£385** to the BRSCC at least 21 days prior to the Final closing date for the first round being entered. Acceptance or rejection of registration is entirely at the discretion of BRSCC. Please complete all Sections

### Section 1 - Contact Details

Name				Date of Birth			
Address					Post Code		
Telephone	Daytime		Evening		Mobile		
Email							
Motorsport UK Lic Grade		Motorsport UK Lic No		BRSCC Mem. No		Expiry Date	

### Section 2 - Vehicle Details

Vehicle Model	Class A – Supersport Boxster		Transponder No	
	Class B – Sport Boxster 2.7			
	Class C – Production Boxster 3.2S			
	Class D – Classic 924			
	Class 924 - Invitation			
Next of Kin Name & Contact No				
Please state preferred Competition No	1 <sup>st</sup> Choice		2 <sup>nd</sup> Choice	

### Section 3 - Declaration

*I agree to abide by all rules and regulations laid down in the BRSCC Porsche Championship Sporting and Technical Regulations, including any amendments or clarifications that may be made by the organisers during the course of the season and to observe all rules and regulations of the Motorsport UK Ltd. I agree to rounds of the championship being substituted in the event of a cancellation.*

Signature		Date	
-----------	--	------	--

Please indicate with an "X" if submitting electronically

### Section 4- Payment Options

The registration for the season is £385. Alternatively, Guest Registration may be purchased for **£80** per event.

Payment Options: (please tick the box of your preferred method)

- ☐ **BACS:** Sort Code 20-88-13 Account No: 60125024 IBAN: GB80 BARC 2088 1360 1250 24 SWIFTBIC: BARCGB22  
Please use a reference if paying by BACS – Your surname, followed by PPREG
- ☐ **Cheque:** made payable to BRSCC and posted to the address below
- ☐ **Credit/debit card:** We will contact you via your mobile to process the payment. Alternatively, after submitting this form, please call BRSCC HQ on 01732 783143 with your card details.
- Homesdale Business Centre, Platt Industrial Estate, Maidstone Road, Borough Green, Kent TN15 8JL