

# 2010

## Sporting & Technical Regulations Commercial Undertakings

### 0. ORGANISATION

For 2010 Porsche Cars Great Britain is organising the Carrera Cup Great Britain. The Carrera Cup consists of several races, run within the scope of circuit events and is supported and sponsored by the following companies:

- |    |                   |    |             |    |           |
|----|-------------------|----|-------------|----|-----------|
| 1. | Michelin Tyre plc | 2. | Mobil1      | 3. | AVIVA     |
| 4. | Adidas            | 5. | Keep Moving | 6. | Technogym |
| 7. | Piper Heidsieck   |    |             |    |           |

### 1. TITLE & JURISDICTION

- 1.1** The Carrera Cup Great Britain is organised & registered by the British Automobile Racing Club (BARC) and administered under licence by Porsche Cars Great Britain on behalf of The British Automobile Racing Club 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.

MSA Championship Permit Number:	<b>CHR2010 / 003</b>
Race Status:	<b>National A</b>
MSA Championship Grade:	<b>A</b>

#### **1.2 Officials:**

- |              |                                      |  |
|--------------|--------------------------------------|--|
| <b>1.2.1</b> | Championship Co-ordinator            | Marion Barnaby   |
| <b>1.2.2</b> | Clerk of the Course                  | Paul Oakley  |
| <b>1.2.3</b> | Series Eligibility/Safety Scrutineer | Alan Clancy  |
| <b>1.2.4</b> | Championship Stewards                | Dale Wells<br>Alan Gow<br>Steve Kevlin<br>Robin Knight |

They have the rights, powers and duties specified in the General Regulations of the MSA. Any three of these Championship Stewards may reach a decision.

### 1.3 Competitor Eligibility

Carrera Cup Great Britain 2010 will have three categories within the championship, Professional, Professional Amateur1 and Professional Amateur 2. Competitors will be able to place themselves in the appropriate category to reflect their driving ability. Competitors must indicate on their Registration Form which category they would place themselves. The Carrera Cup Great Britain Organisation will review the applications and decide whether to accept it. The criteria applied in making this decision will include the driver's "sporting spirit", past performances, professional profile, age, etc.

The Professional Amateur 2 Category will be open for entries to compete with pre 2008 model GT3 Cup Cars. A maximum of 10 registrations per race weekend will be accepted for this category. This category is for competitors to score championship points from their best 7 race weekends. This category is also for drivers who wish to participate at selected rounds or to familiarise themselves with Carrera Cup Great Britain at an entry level cost. Entry fees for this category can be paid prior to each round if so desired (£650+VAT per race weekend) but cleared funds must be received prior to participation.

A competitor can nominate which category they will participate in with the relevant entry fee applied.

In the case of a dispute (raised by another driver) regarding the eligibility of another driver the Carrera Cup Great Britain Organisation can decide to require the judgement of a panel consisting of the following persons; 1 representative of Porsche Cars Great Britain, Carrera Cup Great Britain Championship Co-ordinator, and 3 drivers chosen at random from the Championship. The decision from this panel cannot be appealed and will be confirmed by the Carrera Cup Great Britain Organisation.

After Round 4 of the 2010 Carrera Cup Great Britain Championship the drivers will be locked into their respective categories. Should a new driver enter the championship thereafter the panel will review their chosen category prior to their first race.

The Championship organisation reserves the right to amend a chosen drivers category at any time.

Upon registering for the Carrera Cup Great Britain all competitors agree to accept these terms and conditions. Drivers entered for either the Professional Amateur 1 or Professional Amateur 2 category will be eligible to score points in the overall championship.

Drivers entered for the Professional Amateur 1 category can decide to leave the category at any time but this decision is irrevocable and applies until the end of the current season.

Drivers who enter the Professional category cannot move to the Professional Amateur 1 category after round 2 of the championship.

#### All teams

- 1.3.1 All teams must be in possession of a valid 2010 MSA National Entrants Licence.
- 1.3.2 Drivers must be fully paid up valid membership card holding members of the BARC, be registered for the Championship and be in possession of a valid MSA Competition Licence (Racing) National A minimum, or as the Meetings **are currently** inscribed on the FIA "National Event with Authorised Foreign Participation" (NEAFP) Calendar, a valid Licence and Medical (GR H26.2.1) – Drivers with non-MSA / MSI licences must hold a suitable licence which is inscribed with the EU Flag and thus be deemed 'Professional'
- 1.3.3 Any guest driver nominated by Porsche Cars Great Britain may waive the requirement for Championship Registration and BARC Membership.
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.5 Only GT3 Cup Cars (type 997)manufactured from years 2005, 2006, 2007, 2008, 2009 and 2010 complying with the 2010 Technical Regulations for the Championship and/or any amendments to the Technical Regulations issued from time to time by way of an official Competitors Bulletin, in compliance with MSA Regulation D 11.1.3 will be allowed to compete in any round of the Championship.

- 1.3.6** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.
- 1.3.7** At any time during a meeting, the Championship Clerk of the Course can require a driver to have a medical examination by the Chief Medical Officer or his nominee.
- 1.4 Registration**
- 1.4.1.1** All drivers must register for the Carrera Cup by completing the Championship Registration Form (Appendix A) in full to the Championship Co-ordinator prior to the closing date for registrations of Friday 4 March 2010. By submitting the Championship Registration Form the entrant is obliged to participate in all races. Registrations must be formally acknowledged by Porsche to become binding. Porsche Cars Great Britain may refuse a registration. Failure to participate due to force majeure must be made known in writing and substantiated. The obligation and guarantee to participate in all races serves to ensure an attractive Carrera Cup Great Britain starting grid.
- The Championship Co-ordinator reserves the right to accept registrations after this date, under whatever terms are deemed appropriate.
- 1.4.1.2** The Registration Fee is included within the Championship Fee, registrations will be accepted from Monday 4 January 2010 subject to space as the total number of registrations will be limited.
- 1.4.1.3** The Registration Fee for the Professional and Professional Amateur 1 category is £ 12,000 (plus VAT). The Registration Fee for the Professional Amateur 2 category is £6,500 (plus VAT). The Registration Fee includes the Entry Fee for each Championship Round of the Carrera Cup Great Britain and Timing Module (see Regulation 2.10). The Championship registration fee is required in full when submitting registration forms and is non-refundable.
- 1.4.1.4** Registration numbers will be the permanent competition numbers for the Championship.  
Each registered driver will be allocated a permanent number for the season by the Championship Co-ordinator and these will be issued on strictly on receipt of a fully completed registration form and fee.
- 1.4.1.5** At the first meeting of the Championship, each driver will be required to present a photocopy of his or her Racing Licence/Medical Certificate to the Championship Clerk of the Course for him to retain.
- 1.4.1.6** A Medical Information Sheet (Appendix D) must be completed and returned to Dr Paul Trafford at least seven days prior to the first race/exclusive test session in which a driver intends to compete.
- 1.4.2** Drivers must notify the Medical Adviser if:
- (i) The driver is involved in any serious accident at any test, event or otherwise at any venue.
  - (ii) There is a significant change in the physical or mental condition of the driver.
  - (iii) The driver is hospitalised for any reason.
  - (iv) Drugs are taken for any medical condition, which have not been previously notified.
- 1.4.3** If a driver is unable to participate at a certain event, he has to declare this in writing to the Carrera Cup Great Britain organisation no later than 48 hours before the beginning of documentation. Failure to comply with the deadline may be penalised.

## 1.5 Championship Rounds

1.5.1 The Championship will be contested over 10 events.

Event	Date	Circuit	Organising Club
1	03/04 April	Thruxton	BARC
2	24/25 April	Rockingham	BARC
3	01/02 May	Brands Hatch (GP)	BARC
4	05/06 June	Oulton Park	BARC
5	19/20 June	Croft	BARC
6	07/08 August	Snetterton	BARC
7	21/22 August	Silverstone	BARC
8	04/05 September	Knockhill	BARC
9	18/19 September	Donington	BARC
10	09/10 October	Brands Hatch (Indy)	BARC

1.5.2 In accordance with D11.1.3, the Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all competitors through the issuing of a Competitors Bulletin to all registered competitors. However, the number of Championship rounds will not be increased.

## 1.6 Points Scoring

### Drivers Championship

1.6.1 All drivers will be classified according to the number of laps completed. Drivers having completed the same number of laps will be classified in the order in which they last passed the finish line.

1.6.2 For each individual round points will be awarded as follows for the Professional and Professional-Amateur 1 categories.

<b>1<sup>st</sup></b>	20 points	<b>2<sup>nd</sup></b>	18 points	<b>3<sup>rd</sup></b>	16 points
<b>4<sup>th</sup></b>	14 points	<b>5<sup>th</sup></b>	12 points	<b>6<sup>th</sup></b>	10 points
<b>7<sup>th</sup></b>	9 points	<b>8<sup>th</sup></b>	8 points	<b>9<sup>th</sup></b>	7 points
<b>10<sup>th</sup></b>	6 points	<b>11<sup>th</sup></b>	5 points	<b>12<sup>th</sup></b>	4 points
<b>13<sup>th</sup></b>	3 points	<b>14<sup>th</sup></b>	2 points	<b>15<sup>th</sup></b>	1 points

For the Professional-Amateur 2 category points will be awarded per round as follows.

<b>1<sup>st</sup></b>	10 points	<b>2<sup>nd</sup></b>	09 points	<b>3<sup>rd</sup></b>	08 points
<b>4<sup>th</sup></b>	07 points	<b>5<sup>th</sup></b>	06 points	<b>6<sup>th</sup></b>	05 points
<b>7<sup>th</sup></b>	04 points	<b>8<sup>th</sup></b>	03 points	<b>9<sup>th</sup></b>	02 points
<b>10<sup>th</sup></b>	01 point				

One point will be awarded to the driver(s) setting the fastest lap in each round in each category.

One point will be awarded to the driver setting pole position for each race in each category.

1.6.3 Ties shall be resolved as follows:

By considering the number of first places of the drivers concerned, in the result of this still being tied, then considering the number of second places etc until a result is obtained.

1.6.4 Each driver in Professional and Professional Amateur 1 categories must take part in at least 8 race weekends to be eligible for inclusion in the final points classification and to be able to receive prize money at the end of the year. Drivers in Professional Amateur 2 category must take part in at least 7 race weekends to be eligible for inclusion in the final points classification and to be able to receive prize money at the end of the year.

Professional Amateur 1 and Professional Amateur 2 registered drivers will score points in the Professional and either Professional Amateur 1 or Professional Amateur 2 categories appropriate. However, in calculating the End of Season Professional Amateur 1 Classification it will be compulsory for drivers to drop their worst single score and for Professional Amateur 2 Classification it will be compulsory for drivers to count their scores from their best seven race weekends.

1.6.5 Any Guest car will not be eligible for championship points or prize money.

**Team Classification**

1.6.6 The team classification is a classification independent from the driver classification. At the start of the season the team will submit to the Carrera Cup Great Britain Organisation their nominated vehicle(s) (maximum two taken from the nominated chassis number) from their team to score points for the team classification. Once nominated this cannot be changed. The allocation of points for the team classification is made in the same way as for the driver overall classification.

**1.7 Awards**

1.7.1 Driver Per Race:

	Professional	Professional Amateur1
1 <sup>st</sup>	£750	£500
2 <sup>nd</sup>	£600	£400
3 <sup>rd</sup>	£500	£300
4 <sup>th</sup>	£350	£250
5 <sup>th</sup>	£300	£200

1.7.2 Driver of the Weekend £500

A driver will be selected for Driver of the Weekend after the second race of each race weekend.

Team of the Weekend £1,000

A team will be selected for Team of the Weekend after the second race of each race weekend.

1.7.3 The End of Season Team classification will be remunerated as follows:

1 <sup>st</sup> place	£ 7,000
2 <sup>nd</sup> place	£ 4,000
3 <sup>rd</sup> place	£ 3,000

1.7.4 End of Season Drivers classification will be remunerated as follows:

	Professional	Professional Amateur 1	Professional Amateur 2
1 <sup>st</sup> Overall	£15,000	£ 7,000	£ 5,000
2 <sup>nd</sup> Overall	£10,000	£ 4,000	£ 3,000
3 <sup>rd</sup> Overall	£ 6,000	£ 2,000	£ 1,000

The overall Driver Champion, the Pro-Am1 Class Winner and the Manager of the winning Team in the Carrera Cup Great Britain 2010 will have the use of a Porsche road 911 for one year commencing from the day of the End of Season Awards Evening. The driver will be required to insure the vehicle.

**Most Improved Driver Through the Year - £1,000 – As judged by and in the opinion of the Championship Panel using performance, presentation, results and/or any other measurement as the criteria for the decision.**

- 1.7.5 Presentations:** Trophies and champagne are to be provided for presentation at the end of each race in both Professional, Professional Amateur 1 and Professional Amateur 2 Categories. Prize money shall be posted to entrants within fourteen days of the results being declared final after each round.
- 1.7.6 End of Season Prizes and Prize Money** will be paid at the latest, on the occasion of the Carrera Cup Great Britain prize giving ceremony held after the last race, so long as the entrant has no outstanding accounts with Porsche Cars GB, has met the entry conditions, compiled with the participation rules and has no proceedings pending which might influence the final points classification.
- 1.7.7 Guest Drivers** will be excluded from the prize fund classification with other classification places moving up within the prize fund. If a guest driver participates at a championship round with a Carrera Cup permanently entered car, the team will receive the prize money according to the result of the guest driver.
- 1.7.8 Entertainment Tax Liability:** In accordance with current government legislation, the Championship Organisers are legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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 Islands or Eire.

This means that the Organisers are required to deduct tax at the relevant rate – currently 23% - from any such payments they may make to non-UK residents.

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

For further information contact:

The Inland Revenue  
Foreign Entertainers Unit  
Centre for Non-Residents  
St Johns House  
Merton Road  
Bootle, Mersyside L69 9BB

Tel: 0151 472 6488 Fax: 0151 472 6483

- 1.7.9** In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitors concerned must return such awards to the Championship Co-ordinator in good condition within 14 days.

## **2 SPORTING REGULATIONS - JUDICIAL PROCEDURES**

2.1 In accordance with Section C of the 2010 MSA Yearbook and these Sporting Regulations.

### **2.2 Exclusions and Fines**

2.2.1 The relevant stewards under MSA Regulations can order the driver's exclusion from either the complete series or further individual races for the following:

- Non-compliance with the required criteria for participation
- Non-observance of the regulations
- Unsporting behaviour
- Non-observance of instructions given by the Carrera Cup Organisation.

In the case of an exclusion from the series all points scored as well as the prize money will be forfeited.

According to the provisions of the MSA Regulations the amount of the fines imposed upon the competitor is stipulated by Part 13 Appendix 1 of the MSA Blue Book and interpreted by the Officials. The following offences can be penalised with a refusal of entry to or exclusion from the event:

- a) refusal to present the car for scrutineering
- b) violation of the technical regulations or unauthorised modifications to the competition car
- c) non-observance of the Carrera Cup Organisation's instructions

The Championship Co-ordinator can ask for the championship stewards to look into repeated offences or specific cases, which it considers unacceptable. A specific penalty imposed by the stewards of the meeting does not preclude the imposition of additional penalties through money achieved in the Carrera Cup Great Britain. In the case of an exclusion from classification, points scored and prize money are forfeited for that round(s).

### **3. CHAMPIONSHIP RACE MEETINGS /RACE PROCEDURES**

#### **3.1 Entries**

- 3.1.1 The Entry Form can be found in Appendix C of these regulations.
- 3.1.2 Competitors are responsible for sending in fully completed and signed Entry Forms plus the full registration fee to the Championship Co-ordinator prior to the entries closing date, which shall be Friday 6 March 2010. The Championship Co-ordinator reserves the absolute right to accept entries after that date.
- 3.1.3 The Championship Co-ordinator will only accept entries from fully registered competitors.
- 3.1.4 Any withdrawal of entry or Driver/vehicle changes made after acceptance of entry must be notified to the Championship Co-ordinator in writing. If driver/vehicle changes are made after publication of entry lists, the competitor concerned will be accepted in accordance with MSA Regulation D25.1.12..
- 3.1.5 The Entry Fee for each round is included in the Drivers Registration Fee.
- 3.1.6 Please refer to Commercial Regulation 6.1.3.h regarding entry fee refunds.
- 3.1.7 Each Organising Club may accept up to 20% more entries than specified on the Track Licence for each circuit and all accepted competitors may participate in official qualifying. Entries will be accepted up to the total number allowed to qualify.
- 3.1.8 The maximum number of starters permitted in each race will be as per each specific Track Licence. The fastest competitors will qualify for each race (subject to meeting the requirements of Sporting Regulation 3.4.1) irrespective of class.
- 3.1.9 There will be no reserve entries. At circuits where the MSA Track Licence permits less cars to participate in qualifying than there are registered competitors entries will be selected by the Championship Co-ordinator 30 days prior to the commencement of the meeting.
- 3.1.10 Replacement cars are only permitted under exceptional circumstances and an Entrant/Driver may only use the replacement vehicle other than one car that is originally scrutineered for his/her use at each meeting. If a replacement vehicle is requested it will be required to be scrutineered by the Championship Scrutineer prior to participation.

#### **3.2 Briefings**

- 3.2.1 Competitors will be informed in a Competitors Bulletin and on the Race Centre Information Board of the time for the Drivers Briefing at the Championship nominated area at each meeting, if it is deemed necessary to hold a briefing. Briefings may be called during a meeting and in this case, your Championship Co-ordinator or their appointed representative will inform you of the time of the Briefing. Attendance at Briefings is mandatory and failure to attend or arriving late may result in a fine.

#### **3.3 Qualifying**

- 3.3.1 At each race meeting comprising the Championship the minimum scheduled qualifying session will be 20 minutes and where possible and time permitting a 30 minute session except where amended by Regulation Q4.5
- 3.3.2 During the course of any qualifying session all competing cars must remain in the Pit Lane whilst not on track. Vehicles stationary in the pit lane at the end of a qualifying session come under Parc Ferme conditions at the showing of the chequered flag and should be taken directly to the designated Parc Ferme area. At no time will any competing car be allowed in the Pit Garages or Paddock Areas until such time as the qualifying session has ended and the car cleared from any post qualifying scrutineering checks and released from Parc Ferme, except with the express permission of the Championship Clerk of the Course.

### **3.4 Qualification**

- 3.4.1 Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session or any official test session at the relevant circuit in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. unless through force majeure. The Championship Clerk of the Course shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory – as per MSA Regulation Q4.5.
- 3.4.2 Where, through force majeure, it is not possible to hold a qualifying session the grid for that race will be formed according to the current Championship points positions. Where there is a tie on points, the driver with the best result in the previous round will take priority.

### **3.5 Races**

- 3.5.1 There will be two races scheduled for each event. Race One will be run to a maximum timed duration of 30 minutes (or lap equivalent) and race two be run to a maximum timed duration of 30 minutes (or lap equivalent). The exceptions are at Croft, Oulton and Rockingham where the timed duration for both races is 25 minutes (or lap equivalent).
- 3.5.2 Should any race be reduced in length at the discretion of the Championship Clerk of the Course and/or Stewards of the Meeting, it will still count as a full point scoring round.
- 3.5.3. Start Delayed Procedure:
- 3.5.3.a When either the Starter or Clerk of Course decides a delayed start is necessary, the standard procedure will be:
- 'Start Delayed' board will be displayed by the starter, who will immediately wave the cars off on another green-flag lap.
- When the cars arrive back on their grid positions, the normal start procedure will apply (i.e. the 5 sec board and then start). Any empty grid positions cannot be filled.
- The race distance will be reduced by one lap for any extra green flag laps that have been taken.
- When the Clerk of Course notifies the teams of a "Start Delayed" situation, the above procedure will automatically apply unless otherwise notified.
- 3.5.3.b If the delay was caused by a problem with a car, it will be pushed off the grid whilst the field is on this green flag lap. If the driver can (quickly and easily) start the stalled car whilst being initially pushed off the grid, then he may rejoin at the rear of the field - providing that he can rejoin at the rear of the field during the green flag lap, stop at the final grid position and take the race start at the same time as all other cars. Otherwise he must enter the pit-lane and start the race from there.
- 3.5.3.c If the car is pushed into the pit-lane then he may join the race from the pit-lane, only after all cars have passed the pit-lane exit on the race start. If the car cannot be, or is not, pushed into the pit-lane then the car will be pushed to a place of safety and the driver must exit the vehicle when directed to do so by the marshals.
- 3.5.3.d. If there is a starting lights failure, a flag may be used to start the race and all drivers will be notified accordingly by the BTCC Officials under the direction of the BTCC Clerk.

### **3.6 Starts**

- 3.6.1 The grid formation will be in a 1 x 1 formation, with a standing start for all races.
- 3.6.2 The grid for Race 2 will be determined by the second fastest time set by the driver in the qualifying session.
- 3.6.3 When the signal is given the cars will be released onto the circuit behind the official Championship Safety Car and execute a warming up lap. Once the train of cars following the Safety Car has left the Assembly Area the Pit Lane Exit will be closed.

During this lap the cars will keep in formation with no overtaking and the Official Safety Car will set the pace. All cars must keep with the speed of the Safety Car. No practice starts may be executed during the course of this lap. The Safety Car will stop at the front of the grid and the cars will take up their grid positions behind it. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instructions of the Pit Lane marshals.

3.6.4 The Countdown Procedures/Audible Warnings sequence shall be:

2 minutes to start of Green Flag Lap – Audible Warning. Start Engines.  
Clear grid of all except Marshals/Officials.

1 minute to start of Green Flag Lap – Audible Warning. Clear grid.

30 Seconds to start of Green Flag Lap – Audible & Visual Warning.  
Start of Green Flag Lap behind Championship Safety Car.

During this lap the cars will keep in formation with no overtaking and the Official Safety Car will set the pace. All cars must keep with the speed of the Safety Car. No practice starts may be executed during the course of this lap. The Clerk of the Course reserves the right to incur a drive through or time penalty should any of the above occur.

A 5 Second board will be shown to indicate that the grid is complete after the Green Flag Lap and the start light sequence is imminent. The red lights will be switched off to signal the start of the race not less than 4, or more than 10 seconds, after the red lights have been shown.

3.6.5 In the event of any starting lights failure, the Starter will revert to use the National Flag, after showing a “Start Delayed” board and recommencing the countdown from the 1-minute board.

3.6.6 Any cars removed from the grid after the 2 minute signal or driven into the Pits on the Green Flag Lap shall be held in the Pit Lane and may only start the race after the last car to take the start from the grid has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshall.

3.6.7 Any competitors unable to start the Green Flag Lap or start the race are required to indicate their situation by switching on their hazard warning lights.

3.6.8 Any Competitor(s) unable to start the Green Flag Lap are required to indicate their situation as per MSA Competitors’ Yearbook 2010 Q12.13.2. Any driver unable to maintain their grid positions on the Green Flag Lap to the extent that all other cars are ahead of them, may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.9 The onus is on the competitor to comply and failure to do so may result in a report to the Clerk of the Course, **who may impose a drive through or retrospective time penalty.**

Any competitor(s) deemed to have caused an aborted start must take the restart from the back of the grid. Depending on individual circuit layout, the car(s) will either be moved to the back of the grid before the green flag lap commences or the competitor(s) will be instructed to commence the Green Flag Lap from their original grid position. However they must, during the course of the Green Flag Lap allow cars starting behind them to overtake, thus ensuring that they take the restart from the back of the grid. If more than one car is penalised in this way then their order at the back of the grid will reflect their relative original grid positions. **The onus is on the competitor to comply and failure to do so will result in a report to the Clerk of the Course who may impose a Drive Through or retrospective time penalty.**

3.6.10 Excessive weaving to warm up tyres – using more than 50% of the track width – and falling back in order to accelerate and undertake practice starts are both prohibited.

### **3.7 Safety Car**

- 3.7.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with Q4.9.1 and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.7.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start-line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.7.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.7.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.7.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.
- 3.7.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.7.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.7.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.7.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.7.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

- 3.7.11 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.7.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.7.13 Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Championship regulations.
- 3.7.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.7.15 In exceptional circumstances the following may apply;**
- a) **The race may be started behind the Safety Car. In this case, its revolving yellow lights will be turned on at the three minute signal. This is the signal to the competitors that the race will be started behind the Safety Car. The Safety Car will then remain at the front of the grid during the remainder of the countdown. When the green lights are shown at the start/finish line, the Safety Car will leave the grid with all cars following in single file in grid order no more than two car lengths apart. The race will be deemed to have started when the Safety Car pulls off the circuit and the green flag/lights are displayed.**
  - b) **Cars will leave the grid in single file grid order under the instruction of the Chief Start Line Marshal. They will remain in single file without overtaking, except that a car that falls behind may regain it's grid position and the cars behind it could not avoid passing it without unduly delaying the remainder of the field. In this case, competitors may carefully overtake to re-establish their original starting grid order unless they have fallen to the back of the grid in which case they must remain at the back of the grid.**
  - c) **Any car(s) which were delayed leaving the grid may not overtake another moving car if they were stationary after the remainder of the cars had crossed the line, in which case they shall remain at the back of the grid in the order they left the grid.**
  - d) **A time penalty (or Drive Through Penalty) may be imposed on any competitor who in the opinion of the Clerk of the Course unnecessarily overtakes another competitor during the these laps.**
  - e) **The operation of "SC" boards and yellow flags will be displayed at the marshals posts around the circuit until the safety car is withdrawn from use by the Clerk of the Course in accordance with 3.7.8.**
  - f) **All laps undertaken in this start process will be deemed to be counted as race laps.**

### **3.7 Stopping a Qualifying Session or Race**

- 3.8.1** Should the need arise to stop qualifying, red lights will be switched on at the Startline and red flags will be displayed at the Startline and waved at all Marshals Signalling Posts around the circuit. This is the signal for all drivers to cease driving at racing speed and proceed slowly, without overtaking and with maximum caution, to the Pit Lane and being prepared to stop should the track be blocked. The Championship Clerk of the Course may request the Medical Adviser to proceed onto the circuit in the Medical Car, stopping if necessary at any incident.
- 3.8.2** Should the need to arise to stop a race, red lights will be switched on at the Startline and red flags will be displayed at the Startline and waved at all Marshals Signalling Posts around the circuit. This is the signal for all drivers to cease driving at racing speed and proceed slowly, without overtaking and with maximum caution, to the Starting Grid and being prepared to stop should the track be blocked. This will automatically become a Parc Ferme area. Cars should not enter the Pits unless directed to do so by officials or unless repairs are necessary. Work on cars already in the pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pit lane or who enter the pit lane may only re-start from the pit lane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage can re-start from the pit lane behind those referred to above.. The Championship Clerk of the Course may request the Medical Adviser to proceed onto the circuit in the Medical Car stopping if necessary at any incident.
- 3.8.3** Case A - Less than two laps completed by 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. Only cars which took part in the original start will be eligible and then only if they returned to the grid under their own power by an authorised route and were still in the race at the showing of the red flag. The decision of the Championship Clerk of the Course will be final. The grid for the second part shall be the classification order of the first part as per MSA Regulation Q5.4. No reserves will be admitted. No refuelling will be allowed between races. Parc Ferme conditions will apply on the grid, and to cars already in the Pits between the two parts of the race. The only work permitted on the cars will be on the grounds of safety and only with the permission of the series Eligibility/Safety Scrutineer.
- 3.8.4** Case B - More than two laps completed by Race Leader but less than 75% of race distance completed:  
The grid for the second part shall be the classification order of the first part as per MSA Regulation Q5.4. The result of the race will be the finishing order at the end of part two. The result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course.
- 3.8.5** If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4. If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.
- 3.8.6** Competitors are advised that two red flag stoppages at any one round may result in their race being placed at the end of the day's racing, time permitted.
- 3.8.7** Competitors are advised that should the timetable be running late, their race may be postponed until later in the timetable to allow for the feature race to start at its scheduled start time and/or their scheduled race distance may be reduced by the Championship Clerk of the Course in consultation with the Co-ordinator and with the approval of the Stewards of the Meeting.
- 3.8.8** If time precludes the running of the second part of a two part race (see regulation 3.8.4 above) at the end of the day, then the terms of Sporting Regulation 3.5.3 will be used for the purpose of determining the allocation of points for this race.
- 3.8.9** If a competitor receives any mechanical assistance they are not permitted to rejoin the qualifying or race.

### **3.9 Re-Scrutiny/Competitor Availability**

- 3.9.1 Any vehicle involved in an accident or having been modified in any way subsequent to pre-meeting scrutiny, must be represented to the Scrutineers for further examination.
- 3.9.2 At any time during a meeting, the Clerk of the Course may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst qualifying or racing.
- 3.9.3 If a driver is involved in a collision or incident, they must not leave the circuit (except where medically evacuated) without the consent of the Championship Clerk of the Course, failing which, any judicial action against or relating to that competitor may be heard in their absence.
- 3.9.4 Competitors must remain available at a meeting until any protest period relating to their race has elapsed, failing which, any judicial action against or relating to that competitor may be heard in their absence.
- 3.9.5 Competitors' cars may not be removed from the Paddock during a meeting after scrutineering except for the purpose of competing in the Rounds comprised in the meeting or with the prior written permission of the Series Eligibility/Safety Scrutineer and Championship Clerk of the Course. The Series Eligibility/Safety Scrutineer may require the competitors' car to be re-scrutineered at any time.

### **3.10 Pits & Pit Lane Safety**

- 3.10.1 Pits – Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.10.2 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 drive at minimum speeds in the Pit Lane. All equipment must be moved back towards garage entrances as soon as cars leave their Pits at the start of and during qualifying/races.
- 3.10.3 Admission to the Pit Lane will be by the means of Pit Lane Passes valid for that race only. VIP Passes do not admit to the Pit Lane. People under 16 years of age are not allowed in the Pit Lane.
- 3.10.4 Each competitor is required to have one fire extinguisher per car (minimum 5 kg or its equivalent) within their transporter/awning at each meeting.
- 3.10.5 The Pit Lane Speed Limit during each Meeting and official test day at all times is 40 mph (64 kph) with the exception of Meetings and official test days at Croft and Knockhill where it is 30mph (48kph) unless otherwise notified by way of a Bulletin. The Pit Lane will be marked by Pit Entry and Pit Exit boards and the published speed limit will apply between these two marked points. The use of radar/speed guns of any type in the Pit Lane is prohibited except for the official radar gun, which will be operated by a Judge of Fact.

Failure to comply with the speed limit may result in the imposition of the following penalties:

Qualifying Session – a fine of £10 for each km/h above the speed limit may be levied if the speed limit is exceeded during qualifying. A “Drive Through Penalty” may be imposed for an infringement during a Round but if an infringement during a Round is notified to the Clerk of the Course after the end of the Round, he may levy a fine of £10 for each km/h above the speed limit or impose a retrospective time penalty.

Race – the Championship Clerk of the Course may impose a drive through penalty or Time Penalty at his discretion (which will be not less than 10 seconds) or exclusion from the race results and, additionally, will impose a fine of a minimum of £100.

- 3.10.6 During qualifying sessions and races drivers leaving the Pit Lane will do so on their own responsibility. Whenever possible, a marshal with a blue flag will warn of cars approaching.

### **3.11 Qualifying and Race Finishes**

- 3.11.1 After taking the chequered flag, drivers are required to progressively and safely slow down, remain behind any competitors ahead of them and proceed directly to the designated Parc Ferme Area without stopping unless directed differently by an official of the meeting. Drivers must keep their helmets on and their harnesses done up until they arrive in the Parc Ferme Area.
- 3.11.2 Parc Ferme Regulations will apply in the area between the Finish Line and the Parc Ferme Entrance.
- 3.11.3 Once in the Parc Ferme Area drivers required for the podium presentations must proceed immediately to the podium 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place drivers in all categories. All Drivers must wear the official Michelin Podium cap whilst on the podium. On completion of ceremonies 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place drivers may also be required for presentations at the Carrera Cup Great Britain Podium.
- 3.11.4 Team personnel are only allowed into the Parc Ferme Area at the invitation of the Series Eligibility/Safety Scrutineer. Should unauthorised team personnel be present in Parc Ferme, they render their car and driver liable to a fine or exclusion from the meeting.
- 3.11.5 Drivers must replace their steering wheels in Parc Ferme, non compliance can result in a £100 fine.
- 3.11.6 Cars will be held in Parc Ferme for a minimum of 15 minutes after each qualifying session and race.
- 3.11.7 Cars must remain in the designated Parc Ferme until formally released by the Championship Eligibility Scrutineer.

### **3.12 Results**

- 3.12.1 All timesheets, grids and race results are deemed to be provisional until all vehicles have been released by the scrutineers after technical inspections and after the completion of any judicial or technical procedures. The Clerk of the Course may declare the race results provisional for a maximum of 60 days until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a regulation has been broken. These results will remain provisional until such time as they are declared final by the Clerk of the Course upon the completion of any judicial procedures and this will be communicated to all competitors via a championship bulletin.

### **3.13 General Regulations**

- 3.13.1 If any driver experiences a serious mechanical problem at any stage they must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the driver gets himself behind the protective safety barriers. The driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.
- 3.13.2 In the event of a wet race the car's headlights and rear lights must be illuminated at all times.
- 3.13.3 It is not permitted to have red headlight covers. Should a competitor wish to have coloured headlight covers they must seek permission from the Championship Co-ordinator prior to fitment.
- 3.13.4 Regardless of the circumstances once a driver has received mechanical assistance to move their car from one position to another they are not entitled to continue within that particular session or race even if after being moved into a position of safety they feel that they are able to continue.

### **3.14 Timing Modules**

- 3.14.1 All competitors will be required to fit Electronic Self Identification Modules (Transponders) to their cars (Q12.2.1) for the purposes of accurate timing. These will be issued to registered competitors prior to the start of the season and it will be the responsibility of the competitor to fit these in the

car, wired into a power source in the position and manner to be specified in an official Championship Bulletin.

3.1.2 These modules must be in place and functioning correctly for all championship tests, qualifying sessions and races. The setting and servicing of these items must be only carried out by properly authorised MSA licensed Timekeepers.

3.1.3 Competitors will be charged for repair or replacement of the modules due to accident damage, misuse or loss at any time during the season.

3.1.4 Timing modules remain the property of Porsche Cars Great Britain and competitors will be required to return them to Porsche at the end of the race season.

### **3.15 Adverse Weather Conditions**

3.15.1 If there is a change in weather conditions after leaving the assembly area and before the race starts the start will be delayed. Competitors will be allowed to change onto tyres of their choice and the countdown will resume from a 5 minute signal.

## **4. CHAMPIONSHIP RACE PENALTIES**

### **4.1 Infringements of Technical Regulations**

4.1.1 Arising from Post Qualifying Scrutineering or Judicial Action – Minimum Penalty: Be excluded from the qualifying session. Any car which fails post qualifying scrutineering will only be permitted to start the race on the following conditions:

4.1.2 The car together with the competitor copy of the technical non-compliance report must be presented for re-scrutiny at the officially designated place of scrutiny for the meeting no later than 40 minutes before the time allocated in the programme of events for the start of the race. Time of the essence and force majeure do not apply.

4.1.3 Provided that the car passes re-scrutiny then the competitor is entitled to start the race from the back of the grid ten seconds after the official starting signal has been given.

4.1.4 The competitor shall be penalised by the deduction of 6 points from their Championship score immediately before the commencement of the meeting even if this results in a negative score.

4.1.5 Any competitor who does not submit their car for re-scrutiny, or whose car fails re-scrutiny, shall be subject to the following mandatory penalties imposed by the Championship Clerk of the Course.

- Exclusion from the race
- A deduction of points equivalent to two maximum scores for both competitor, entrant and team.\*
- Count the race as one of the rounds contributing to the drivers/team total Championship score.

\* This penalty can only be varied by a Tribunal of the MSC in accordance with the procedures laid down in the MSA General Regulations.

4.1.6 Arising from Post Race Scrutineering or Judicial Action – Minimum Penalty: The provisions of MSA Regulations C3.5.1. (a) & (b) For infringements deemed to be of a more serious nature, the Championship Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1. (c)

4.1.7 Any competitor whose car is deemed to be ineligible under the 2010 Technical Regulations will be subject to the penalties laid down by the MSA except where amended by these Sporting

Regulations. In addition the Championship Stewards may, at their discretion, apply an increased penalty which could include exclusion from part or all of the 2010 Championship.

4.1.8 If a vehicle/component is sealed for subsequent technical examination the Series Eligibility/Safety Scrutineer, within the applicable time limit, will state to the competitor/entrant that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Series Eligibility/Safety Scrutineer it will be considered as ineligible and will be reported as such to the Championship Clerk of the Course for the application of penalties laid down in the MSA Yearbook and these Championship Regulations.

#### **4.2 Infringements of non-Technical MSA Regulations and the Sporting Regulations issued for the Championship**

4.2.1 As per 2010 MSA Judicial Procedures except that any driver excluded from the results in accordance with any non-Technical Regulation will be subject to the following additional Championship penalty which will be applied to the Drivers Championship.

4.2.2 Count the race as one of the rounds contributing to his/her total Championship score.

4.2.3 Any driver competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the 2010 Championship.

4.2.4 Breaches of driving standards will be firmly dealt with. If the Championship Clerk of the Course wishes to view any video evidence and/or data logging evidence in order to assist with his enquiry into a breach of driving standards he may order that the results remain provisional and he may take judicial action at a later date. However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Championship Clerk of the Course.

Any driver found guilty of a driving offence which generates penalty points under C1.1.5 will also have championship points deducted commensurate with the severity of penalty imposed, ie, formal written reprimand 2 points, fine or time penalty 3 points, exclusion from practice, heat or race 4 points, exclusion from meeting 6 points. If a second/third etc. similar offence is committed during the season, the number of Championship points deducted will be doubled/trebled, etc.

The Championship Organisers may also, within 14 days of the meeting and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire the matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident.

The Championship Stewards will be empowered to take further action if they deem it necessary, which could include exclusion from part or all of the 2010 Championship. In addition, the MSA may call an enquiry into the matter under MSA Regulation A3.1(ii).

4.2.5 The organisers of the Carrera Cup Great Britain are determined to create a championship which is cleanly fought and with good sportsmanship prevailing.

Consequently, a penalty points system will be administered by the Clerk of the Course and the Championship Co-ordinator who will, should a driver obtain nine penalty points, refer the matter to the Championship Stewards for further consideration, in accordance with championship regulations.

It should be noted that the penalty points system operates in addition to the normal judicial actions applied by the Clerk of the Course, Stewards of the Meeting or MSA Tribunals.

<b>Offence</b>	<b>Points</b>
Failure to attend drivers' briefing	1
Reprimand	2
Failure to obey an official	3-6

Gaining an unfair advantage	3
Failure to obey stationary yellow flag	3
Time penalty or fine	4
Failure to obey waved yellow flag	5
Ignoring Black flags	6
Ignoring red flags	6
<b>C2.1</b>	<b>4-9</b>
Abusive language / Behaviour	9
Exclusion from the race meeting	9

This list is not exhaustive and other offences may carry penalty points, which will be relayed to the driver by the Clerk of the Course following investigation.

In addition to the penalties laid down in 4.2.3 the Championship Stewards are empowered to deduct Championship points if the conduct of the driver is deemed unacceptable.

#### 4.2.6 **Drive Through Penalty**

If a competitor is judged to have started illegally and thus gained an advantage, or for specific infringements of these Regulations, the Clerk of the Course may impose a Drive Through Penalty in accordance with MSA Regulation Q12.6.

If for any reason the Clerk of the Course imposes a Drive Through Penalty, the following will apply;

- a) The competitor will be notified as soon as possible by means of a board displayed at the start line and where possible via the timing screen. After notification has been given, the competitor must within three laps proceed through the pit lane without stopping and respecting the pit lane speed limit.
- b) The onus is on the competitor to comply, and failure to do so may result in a report to the Clerk of the Course, who may impose an additional retrospective time penalty (see MSA Competitors' Yearbook 2010).
- c) It is not permitted for the Driver to enter the Pit Lane to take their Drive Through Penalty during a Safety Car intervention period which period is deemed to be over when the Car subject to the penalty passes the Green Flag at the Start/Finish line on the track.
- d) Any Driver failing to comply with this Regulation may be black flagged, and, subject to Judicial action, may be excluded.

#### 4.2.7 Not replacing the steering wheel following an incident: will be penalised with a minimum of a £100 fine.

## **5. TECHNICAL REGULATIONS**

### **5.1 INTRODUCTION**

- 5.1.1 The following Technical Regulations are set out in accordance with the MSA 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.
- 5.1.2 For the Porsche Carrera Cup Great Britain, technically identical cars - Porsche 911 GT3 Cup type 997 year 2005, 2006, 2007, 2008, 2009 and 2010 will be used from a limited series, which are built on the basis of the Porsche 911 GT3.
- 5.1.3 Any modifications or deviations not explicitly authorised in the present regulations are prohibited unless Porsche Cars Great Britain releases provisions agreed upon with the MSA, allowing or requiring additional modifications and deviations. Allowed modifications may not cause unallowed modifications.
- 5.1.4 It is permissible to carry out work on a vehicle which is part of the regular maintenance of the vehicle or which serves for the replacement of parts that have become defective as a result of wear or of an accident. Modifications and installations may only be carried out within the scope of as described in the following; parts damaged as a result of wear or of an accident may only be replaced with original spare parts.  
The utilisation of components manufactured by Porsche AG for other vehicle categories (eg. basic Porsche automobiles) in the Porsche Carrera Cup Great Britain is prohibited. Standard fasteners such as screws, nuts, bolts, washers, circlips, spring washers, split pins, may only be replaced with original Porsche spare parts. In case of threads, the type, size and pitch (eg M8 x 1.25) of the thread may not be changed.  
Furthermore, every type of machining, addition, fitting of seals, welding, strengthening, polishing, sanding, coating and every type of other possible change to an original part is forbidden.
- 5.1.5 The Carrera Cup Great Britain technical information, technical advice and safety guideline circulars are to be strictly observed.

### **5.2 SAFETY REQUIREMENTS**

- 5.2.1 All competitors/vehicles must comply with the common general and technical regulations contained in Sections J, K & Q of the MSA 2010 Competitors Yearbook.
- 5.2.2 The design and fixation of the roll cage is to remain totally original and as supplied by Porsche Motorsport when the vehicle was originally built.
- 5.2.3 Fire Extinguisher – a standard fire extinguisher system is fitted to the car, which meets the provisions as set out in MSA Regulation K3.1.2(a). The position of the fire extinguisher defined by Porsche Cars Great Britain may not be changed.
- 5.2.4 Towing Eyes – the towing eyes supplied with the car must be properly mounted and marked during the practice sessions and the race.
- 5.2.5 A 6-point SCHROTH seat belt with FIA homologation and with FIA-Standard 8853/98 must be used. On utilisation of a HANS-system the seat-belt must be compatible to the HANS-system (without ASM).

The utilisation of a HANS system is compulsory for vehicles of model year 2005, 2006, 2007, 2008, 2009 and 2010. The responsibility for modifications to the driver equipment required for the utilisation of a HANS system and for its installation in the vehicle shall, in accordance with the prescriptions (to be retained from [www.fia.com](http://www.fia.com)) and in accordance with the mounting instructions of the Schroth company EA 8.902 (Technical Appendix 1), exclusively be with the competitors and not with Porsche AG nor Porsche Cars Great Britain.

- 5.2.6 A Crash Helmet complying with MSA Regulation K10 must be worn at all times and available for Inspection at pre-practice scrutiny.

5.2.7 It is mandatory in the Carrera Cup Great Britain for drivers to wear clean, Fire-resistant overalls to FIA standard. Competitors must also wear clean fire resistant gloves, socks, boots, balaclava and underwear which respect the design and manufacturing parameters set out in that standard.

### 5.3 ENGINE

Engine – the engine is a modified 3.6 litre unit based on the 911 GT3. The engine has been set up to run on unleaded 98 octane fuel (super plus).

Before delivery of the cars, all engines will be sealed. Under no circumstances may a car take part in official testing, qualifying or race with an engine without a seal or a damaged seal. Any work on the engine that requires the seals to be broken is only allowed to be undertaken by the Porsche Carrera cup technical Organisation.

Porsche Carrera Organisation reserves the right to call in engines from the 2005, 2006 and 2007 Model Years and inspect them at the entrant's expense. In addition to this engines can be called in at the instruction of the Technical Scrutineers and inspected at the entrants expense. An engine can only be exchanged with the approval of the Porsche Carrera Cup Organisation.

### 5.4 SUSPENSION

5.4.1 Suspension adjustments may only be changed within the limits of the existing adjustment ranges. All original parts must be retained.

The maximum allowed camber shim plates fitted to the front and rear axle control arms are:

Front axle: 13mm  
Rear axle: 10mm

The bearing fastening points found in the front axle front control arms must remain in their original (shortest wheelbase) position (middle position is not allowed).

5.4.2 **Dampers / Springs**

Only the Sachs shock absorbers and H&R suspension springs installed ex-factory in their original stated may be used. Every type of change is prohibited.

5.4.3 **Ride Height**

The minimum ride height of the vehicle ready for operation (including driver and with slicks fitted with a tyre pressure of 1.5 bar  $\pm$  0.1 bar) at the specified points of measurement must be adhered to at any time during the race event. The minimum ride height required during the entire duration of the race event for the front axle is 70 mm and for the rear axle is 115 mm. The points of measurement are, as illustrated in Technical Appendix 2 for the front axle, the mounting bolt (M14 x 120) of central arm/corner plate to the reference surface and the machined surface at the lateral part of the rear axle to the reference surface. Modification of the ride height within the existing adjustment range is permissible.

Each vehicle will be required to replace their existing ride height bolts with the modified version available from Porsche Motorsport.

Special Ride Height Bolt and Spacer part number 2 x 999.100.200.31

Ride Height checks will be carried out at the Porsche Motorsport designated area.

5.4.4 **Anti-Roll Bar**

It is permitted to disconnect the anti-roll bars, on condition that no parts are removed. The anti-roll bars may be adjusted using the given range of adjustment.

## **5.5 CAR INTERIOR**

### **5.5.1 Steering Wheel**

The steering wheel is specified as delivered ex-factory state. If necessary, only original OMP hub extensions may be fitted. The standard fore/aft adjustment may be utilised.

### **5.5.2 Seat**

The original seat must not be replaced. It is allowed to adjust the seat by removing or adding upholstery. The original fastening elements (seat runner, console) must be maintained. Any changes require the agreement of Porsche Cars Great Britain.

### **5.5.3 Interior Ventilation**

The interior ventilation system may be modified by adding a ventilation hose on the driver's side. In doing so, the following must be kept in mind:

- a) The windscreen ventilation must not be impaired.
- b) For safety reasons, it is not allowed to use any rigid materials. A flexible hose is recommended.

## **5.6 CAR WEIGHT**

All MY2008, 2009 and 2010 vehicles must not weigh less than 1,280kg including the driver and his/her complete racing apparel at all times during a Meeting.

All MY2005 through to MY2007 vehicles must not weigh less than 1,255kg including the driver and his/her racing apparel at all times during a Meeting.

It is permitted to bring the vehicle up to the minimum weight by one or several ballast's provided that they are strong and unitary blocks, fixed by means of tools with the possibility to fix seals, placed internally in place of passenger seat, visible and sealed by the Scrutineers if deemed necessary. It is not permitted to install ballast in any other location. Bolts with a diameter of at least 10mm must be used with a washer at least 3 mm thick with a surface area of at least 20cm<sup>2</sup> below the metal of the cockpit floor.

## **5.7 MISCELLANEOUS**

### **5.7.1 Rear Wing**

The original position of the adjustable rear wing may be changed, but only within the given adjustment range.

**Each vehicle will be required to run a gurney strip as supplied by Porsche Motorsport.  
Part number – 999.100.200.30**

### **5.7.2 Fuel**

The only fuel authorised is fuel that is made available by a supplier chosen by the Carrera Cup Great Britain Organisation. Porsche is authorised to take fuel samples from all participating cars at any time of the event. The participant therefore must ensure that a minimum quantity of 3 litres of fuel can be pumped from the fuel tank and is available in the fuel tank for sampling at any time of the event until the expiration of the protest period. The samples taken from the competition car tank must be identical with the fuel dispensed from the aforementioned fuel supply. No additives whatsoever are allowed. Refuelling during the practice and qualifying sessions and the race is prohibited.

The Carrera Cup Great Britain Organisation will supply each vehicle with a fuel valve coupling and hose for the extraction of fuel. This must be fitted and operational at all times.

### **5.7.3 Lubricants**

Mobil1 0W40 Engine Oil is compulsory. No additives whatsoever are allowed.

#### 5.7.4 **Transmission**

We recommend to drain the transmission oil after the running-in period and to fill in the specified transmission oil “Mobilube 1 SHC 75W90”. The ramp angle of the differential lock is  $32^{\circ} \pm 17'$  (acceleration) and  $45^{\circ} \pm 17'$  (breaking). The ramp angles are determined relative to the rotary axis (Technical Appendix 3). The resulting locking ration in combination with the friction discs is 40/60 %. The minimum locking torque of the differential lock is reached whenever the torque value is 100 Nm – measured at the gearbox side driveshaft flange. Falling short of the minimum value is not permissible at any time during the event.

#### 5.8 **SEALS**

5.8.1 The following seals are fitted to the cars by Porsche:

##### **ENGINE**

Camshaft Cover Left (1x)  
Camshaft Cover Right (1x)  
Camshaft Sprocket Left (1x)  
Camshaft Sprocket Right (1x)

##### **GEARBOX**

End Casing (1x)  
Differential Cover (1x)

The opening of Porsche Cars Great Britain approved Gearbox seals is only allowed with the written authorisation of the Carrera Cup Great Britain Organisation. After authorised repairs have been carried out, cars have to be re-presented for technical scrutineering (without specific instruction from the Technical Scrutineer) and the fitting of new seals.

A chronological description of the work carried out must be submitted to the Technical Scrutineer before sealing.

#### 5.9 **COMPULSORY NOTIFICATION OF REPAIRS**

5.9.1 Compulsory notification of repairs relates to the following components:

1. Gearbox
2. Motronic control unit (exchange)

#### 5.9.2 Procedure

The team is required to register a defect with Porsche Motorsport in writing. The “Disassembly Declaration” form will have to be used for this purpose. Porsche Motorsport shall decide as quickly as possible on the further proceedings and shall inform the team in writing of its decision. The anti-tamper seals under no circumstances be broken without the written authorisation of Porsche Motorsport. A chronological description of the work carried out must be submitted to the Technical Scrutineer prior to resealing.

#### 5.10 **NON-OBSERVANCE OF COMPULSORY NOTIFICATION OF REPAIR REGULATIONS**

If it is determined by the Technical Scrutineer, that seals have been opened/broken without official authorisation of the Carrera Cup Great Britain Organisation, or if the Carrera Cup Great Britain Organisation has not been informed with a detailed written account of service work carried out, the Carrera Cup Great Britain Organisation in conjunction with the Technical Scrutineer, reserves the right to impose a fine up to the amount of £1,500 and the right to refuse the Technical Scrutineering in conjunction with the Technical Scrutineer.

## 5.11 ENGINE CONTROL UNIT

During the whole of the race event (during practice, qualifying and race) only at each Carrera Cup Great Britain race event specifically coded and sealed Motronic engine control units must be used. The addition of any type of component or changes to the wiring loom etc is forbidden. The Carrera Cup Great Britain Organisation and Technical Scrutineer have the right to check and/or exchange the Motronic engine control units and/or to install an engine data recording system anytime during qualifying and race at any time of the event.

## 5.12 TYRES

For the practice, qualifying sessions and races, the only tyres permitted are the Michelin tyre variants released for the 2010 racing series. The tyres are to be obtained from Michelin at the race meeting. The tyre pressure is left to the discretion of the participant. **The recommendations and instructions of Michelin, however, must be adhered to.** It is only allowed to use atmospheric air as a filling medium. The pre-heating and every type of chemical and mechanical treatment of tyres are forbidden. Also, the use of tyre warmers or other means that change the temperature of tyres, during the complete time of an event is illegal.

The tyre pressure is left to the discretion of the participant, apart from ride height checks (see regulation 5.4.3).

Per race weekend, for Categories Professional, Professional Amateur 1 and Professional Amateur 2 categories 8 slick tyres per car can be purchased. All tyres must be declared on the appropriate Porsche Carrera Cup form and submitted to the Technical Scrutineer before official practice.

Only the eight marked/nominated slick tyres are allowed in pit road during official qualification and race. All markings must be visible on outside when fitted to car. All tyres must be marked with the relevant vehicle competition number.

Should a competitor experience a "flat-spot" on their tyres during the race weekend and the Technical Organisation and Michelin deem the tyres unsafe for racing the competitor is permitted to purchase replacement tyres but will start the next race from the back of the grid during that race weekend. The notification to purchase must be made to the Championship Scrutineer no less than 2 hours prior to the start of the next Championship race.

To carry rain tyres is not limited. Damaged tyres due to accidents, etc can only be exchanged with the agreement of Michelin, the Carrera Cup Great Britain Organisation and the Eligibility Scrutineer and will be recorded accordingly.

The amount of rain tyres allowed is not limited.

Only drivers in the Professional and Professional Amateur 1 categories are eligible for the tyre raffle (1 set per weekend) donated by Michelin Tyre plc.

## 5.13 BRAKE PADS

The only brake pads authorised for racing are BT-brake pads, which Porsche offers especially for this racing series.

## 5.14 TELEMETRY, RADIO SYSTEMS and DATA RECORDING SYSTEMS

The GT3 Cup Car (type 997) is fitted with the approved Motec data logging system. The use of lap triggers to define the lap time (from the pit-wall side) is allowed. A lap trigger to define the lap time will be set at each circuit by the Carrera Cup Great Britain Organisation.

The only allowed addition to the standard fitted Motec system is the Kit supplied by Motec for logging the brake pressure and steering angle

997 MY 2005/2006	Kit No 2930BDK2
997 MY 2007	Kit No 2939BDK3

At any time of the event the Technical Scrutineer/Carrera Cup Great Britain Organisation has the right to request and receive from the competitor recorded data from qualifying and race.

No computer or test equipment is permitted to be connected to a car during official qualification and race other than those used by the Carrera Cup Great Britain Organisation or Technical Scrutineer.

The use of radio systems is strictly forbidden.

## **5.15 SILENCING**

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

## **5.16 BODYWORK AND DIMENSIONS**

Modification of the exterior bodywork is not allowed. This includes that the ex-works modified points of the rear wheelarch may not be changed.

Two different spoiler lips are authorised for use the with Porsche 911 GT3 Cup Car (type 997);

Closed Spoiler Lip	part number	997.505.903.90
Open Spoiler Lip	part number	997.505.903.91

It is the responsibility of the competitor to decide which front spoiler lip should be used.

## **5.17 CAMERAS.**

Only on-board cameras of the Porsche Carrera Cup Great Britain Organisation inconjunction with the nominated Television Company may be used. Once fitted the cameras must not be tampered with.

The on-board cameras remain the property of Carrera Cup Great Britain and will be required to be returned at the end of the race season. Competitors will be charged for repair or replacement of the cameras due to accident damage, misuse or loss at any time during the season.

## **5.18 ADDITIONAL REMARKS**

None of the seals or markings applied to the cars by Porsche must be damaged, altered or copied. All authorised modifications must serve the intended purpose only. Should any dispute arise over the interpretation of the regulations, final decision of their meeting will be made by the Carrera Cup Great Britain Organisation.

**5.19** The Carrera Cup Great Britain Organisation reserves the right to compound and seal any vehicle at the end of any race weekend and return to the Porsche Motorsport Technical workshop for further scrutineering with the entry in attendance. Collection of the vehicle is at the competitors cost.

**5.20** At the last race of the season each competitor must return all transponders, cameras and looms to Porsche Motorsport. Any items not returned will be liable for a £500 fine per item.

## **6. COMMERCIAL UNDERTAKINGS**

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

### **6.1 Penalties**

A breach of any of the Commercial Undertakings may result in a fine, up to a maximum of £1,000 or each offence being imposed by the Championship Co-ordinator. Championship registration will be temporarily suspended until such payment has been received.

A serious or continual breach of any of the Commercial Undertakings may render the competitor ineligible for competition.

### **6.1.2 Conditions**

The Championship Organisers reserve the right to add or vary the Commercial Undertakings at their sole discretion.

### **6.1.3 Championship Passes**

6.1.3.a Championship Passes will be issued to each registered competitor for his/her sole use. Applications for passes shall be made by competitors by completing the Vehicle/Staff Information Form (Appendix C) and returning it to their Championship Co-ordinator by Friday 5 March 2010. Vehicle/Staff Information Sheets will not be processed by the TOCATour Championship Co-ordinator unless they are fully complete. Submission of an incomplete Form, or late return of the form to your Championship Co-ordinator may result in no passes being available for the first round of the Championship and the withholding of a competitors entry.

6.1.3.b Competitors will be required to sign for receipt of their passes. By accepting the issue of these passes, the competitor is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

6.1.3.c TOCA passes are issued on condition that the person or organisation to whom it is issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless TOCA Limited, BMP Limited and their employees, agents and representatives and servants, the MSA, the Race Organisers, the Promoters, the Venue Owner, the Championship Organisers, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holders presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

6.1.3.d Championship Passes are issued subject to the following conditions:

- i) A pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy the TOCATour may have under the terms of this Commercial Regulation 6.1.3).
- ii) A Championship Pit Lane Pass may only be used by the competitor to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each meeting.
- iii) Championship Passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a Championship Pass within a wallet or holder of any kind (unless supplied by the Championship Organisers) or to attach additional items of any kind to it.

- iv) The TOCATour reserves the right to request further proof of identity in addition to the Championship Pass.
- v) The TOCATour at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate Championship Pass.
- 6.1.3.e Championship Passes remain at all times the property of the TOCATour and BMP Limited and may be issued, altered or withdrawn at any time at the absolute discretion of the TOCATour Co-ordinator in conjunction with the Championship Co-ordinator. Passes that have been withdrawn will not, unless under exceptional circumstances, be returned to the person to whom they were originally issued.
- 6.1.3.f The TOCATour in conjunction with the Championship Co-ordinator reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Undertakings and/or to withdraw permanently a Championship Pass issued to such person and/or to take or institute legal proceedings against that person.
- 6.1.3.g All registered competitors are fully liable for any personnel and vehicle passes issued to them by the TOCATour and/or received on the competitors behalf. The misuse of any passes allocated to a competitor will result (with prejudice to any other action which may be taken by the TOCATour under the terms of these Commercial Undertakings) in the TOCATour imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the TOCATour Co-ordinator shall deem appropriate.
- 6.1.3.h Each competitor must attend a Championship Pre-Season Test Day (date TBA) where they will collect their Championship Passes in person from the Championship Co-ordinator.
- 6.1.3.i Each competitor must also attend this Championship Pre-Season Test Day (date TBA) with their intended Paddock Vehicle for the 2010 season and erect their awning for measurement by the TOCA Paddock Team. Passes will not be issued until the plot size has been measured and agreed by TOCA.
- 6.1.3.j Entry fee refunds will only be made if Championship registration is withdrawn and all passes issued in connection with that registration are returned to the Championship Co-ordinator.
- 6.1.3.k Championship Passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the TOCATour Administration Office.
- 6.1.4 Paddock Regulations**
- 6.1.4.a Each team is required to have an articulated team truck unit and a working awning.
- 6.1.4.b Each team will display flags as stipulated and supplied by the Carrera Cup Great Britain Organisation.
- 6.1.4.c The amount of space requested on each Vehicle/Staff Information Sheet will not necessarily be the space you will be granted by the TOCATour who will assess your requirements at the Championship Pre-Season Test Day venue and date to be announced(see Commercial Regulation 6.1.3.g).
- 6.1.4.d Any amendment to the vehicle and/or awning size required must be notified to the Paddock layout Team for their approval prior to use.
- 6.1.4.e The space you are allocated by the TOCATour is granted to you for the preparation of your race cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.
- 6.1.4.f Motorhomes/caravans are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the TOCATour Co-ordinator.

- 6.1.4.g Only motorised Paddock Vehicles (including quad bikes) which are authorised and identified by way of a Pass issued by the TOCATour Co-ordinator may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. Two wheel vehicles are completely banned.
- Motorised Paddock Vehicles may only be used within the venue during the period from two hours prior to the first scheduled track activity until one hour after the last track activity on each day of the meeting, including the paddock set-up day. There is a total ban on their use outside these times.
- 6.1.4.h There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé and scrutineering with a current full road traffic licence holder seated in the drivers position and in control of the car.
- 6.1.4.i Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.
- 6.1.4.j Competitors will be issued with a specific time to park-up their race transporters in the Paddock at each meeting. Access to the Paddock outside your parking-up time is forbidden, unless the express written permission of your Championship Co-ordinator (after consultation with the TOCATour Co-ordinator) has been obtained to park-up at a different time. Verbal permission from circuit employees will not be accepted.
- 6.1.4.k When a race transporter is parked in position in the Paddock at a meeting it is expressly forbidden to remove it from its Paddock space until after the start of the third British Touring Car Race, unless the express permission of the TOCATour Co-ordinator or their appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until the start of the second British Touring Car Race.
- 6.1.4.l At the start of each meeting, qualifying or race, each car must be clean and in good order. The Championship Clerk of the Course, in conjunction with Series Eligibility/Safety Scrutineer and the Championship Co-ordinator reserves the right to exclude cars not meeting this requirement from taking part and any competitor excluded in this way will not be entitled to a refund of their entry fee.
- 6.1.4.m Any pipes, wires or cables trailing from transporters must be protected by hard covers where they will be crossed by vehicles. All Health and Safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.
- 6.1.4.n It is an offence for any person to drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of registration that such insurance is in place.
- 6.1.4.o The Carrera Cup Great Britain Race Centre will be in attendance at all official race days (if on the Friday of the official race weekend) and race weekends. Each vehicle entered in the Professional and Professional Amateur 1 category will receive 6 passes per day and entries in the Professional Amateur 2 category will receive 4 passes per day included in the registration fee. Additional places are available for purchase (subject to availability).

## **6.1.5 TIMETABLE REGULATIONS**

- 6.1.5.a The TOCATour reserves the right to amend the race day timetable at their discretion.
- 6.1.5.b Competitors should listen carefully to the Paddock tannoy announcements and their Championship Co-ordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and competitors may be called to the Assembly Area earlier than expected. Competitors are warned that they will miss their qualifying session/race if they are not ready in the Assembly Area when the cars are released.

## **6.1.6 RADIOS**

- 6.1.6.a Radio frequencies used by a competitor, team, manufacturer and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radio Communications Agency. The TOCA Co-ordinator must be notified prior to the start of the season of the Radio Frequency to be used by the competitors, teams, manufacturers and/or any of their suppliers. A copy of the Licence or Short Term Hire Agreement for the frequency must also be submitted. The TOCA Co-ordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a competitor/team, manufacturer and/or any of their suppliers at any time during the season.
- 6.1.6.b The competitor, team, manufacturer and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radio Communications Agency for the use of their radio frequency.
- 6.1.6.c In the event that a frequency used by a competitor, team, manufacturer and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the competitor, team, manufacturer and/or supplier shall forthwith change its radio frequency to a non conflicting frequency to the satisfaction of the TOCA Co-ordinator and in accordance with the requirements and prior approval of the Radio Communications Agency. The competitor, team, manufacturer will be suspended from practice and racing until a change of frequency has been effected and a copy of the approval of the Radio Communication Agency submitted to the TOCA Co-ordinator.
- 6.1.6.d If a competitor, team, manufacturer and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radio Communications Agency and submit a copy of such approval from the TOCA Co-ordinator.
- 6.1.6.e It is not permitted to scramble radio speech transmissions or encode them in any way. Also it is not permitted to have any communication by radio between the car or driver and the pits or team

## **6.1.7 TELEVISION**

- 6.1.7.a By entering the Championship, competitors are obliged to assist Carrera Cup Great Britain in the promotion of the Championship including the television coverage. All competitors are obliged to assist the nominated TV Production Company in the filming of the Championship through the granting of interviews when requested and other reasonable requests of the TV Production Company or Carrera Cup Great Britain Organisation. Competitors must ensure they are wearing their race suit when giving interviews.
- 6.1.7.b Cars must carry an in-car or on-board camera at the sole request of the Championship Co-ordinator and allow this equipment to be fitted at any time at the reasonable request of the TV Production Company. No other in-car video or film cameras will be permitted without the written authority of the Championship Co-ordinator.
- 6.1.7.c Competitors selected to carry an in-car camera are required to display a Championship Logo in front of the camera. No other advertising will be permitted in the cockpit or in front of the camera. Nor must the camera be moved once installed.
- 6.1.7.d Any competitor and/or anyone connected with a competitor or team is prohibited from trying to influence the editorial decision of the TV Production Company in connection with the Championship as it is shown on television.
- 6.1.7.e All television rights are property of Carrera Cup Great Britain. Any broadcasts, rebroadcasts or reproduction without the express written permission of Carrera Cup Great Britain is strictly forbidden.
- 6.1.7.f All cars must carry a Championship on-board Judicial camera. The onus is on the competitor to ensure this Judicial camera is switched on and recording for all Races. This must be done not before each two-minute race start signal. Details of the specification, installation and operating procedures for the Judicial camera will be made available to all competitors via a Bulletin. No other in-car video, still or motion picture cameras will be permitted without the written authority of the Championship Co-ordinator and such permission will usually be withheld

If the judicial camera is not switched on the Competitor/Team will incur a fine of £1,000 each and every offence.

## **6.1.8 ADVERTISING**

6.1.8.a Products that are not permitted to be advertised on UK television are also prohibited. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.

## **6.1.9 AT CHAMPIONSHIP MEETINGS AND OFFICIAL TEST SESSIONS**

6.1.9.a The stickers and livery of Carrera Cup Great Britain, its vehicles and its sponsors companies must be displayed in type and size as specified by Carrera Cup Great Britain. Drivers may apply their own stickers/livery only in areas specified in Appendix E.

6.1.9.b All surfaces which have not been claimed for stickers by Carrera Cup Great Britain, its sponsor companies or used for the application of starting numbers, are free for use. Conflicting sponsor's stickers must be approved by the Championship Co-ordinator in advance and the position and size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

6.1.9.c In order to qualify for points, prize money and bonus awards, competitors must (provided that these items are available at the event):

- i) Carry the correct Championship decals on their race cars in the positions indicated in Appendix E.
- ii) Have their transporter fitted with a minimum of two flagpoles, six metres high. Prior to the start of the season Porsche Cars Great Britain will supply a Championship Flag free of charge to each team to be flown on one flagpole and the other flagpole may carry a team flag.

6.1.9.d Each competitor will receive 3 complete sets of the Championship Livery thereafter they will be required to purchase their liveries. Official decals must be supplied by the nominated official livery supplier. Where a vehicle is used for other race championships outside of Carrera Cup Great Britain they are not permitted to carry any of the Carrera Cup Great Britain decals.

6.1.9.e Drivers must sign-on at the times advised to them in the Competitors Bulletin prior to each event. Failure to sign-on at the correct time may result in a Championship Fine of a maximum of £200 being imposed for each and every offence.

## **6.1.10 TESTING**

6.1.10.a If a driver causes two stoppages during the course of a Carrera Cup Great Britain Test Session then his/her continued preparation in the Carrera Cup Great Britain Test Session will be at the discretion of the Championship Co-ordinator.

6.1.10.b Should any test session be shortened or cancelled at the discretion of the Circuit Officials and/or the Championship Co-ordinator there will be no refund of any fees.

6.1.10.c Only drivers who are registered to the Carrera Cup Great Britain may take part in the official exclusive test sessions with the exception of guest drivers as nominated by the Carrera Cup Great Britain Organisation. Guest drivers may appear at selected rounds of the Championship and will not be eligible for championship points or any part of the official prize fund. Drivers wishing to participate must sign-on at the time stated in the Competitors Bulletin for that test.

## **6.1.11 MISCELLANEOUS**

6.1.11.a End of Season award winners are required to attend the Carrera Cup Great Britain Championship Awards Evening on a date and at a venue to be advised. Failure to attend may result in the withholding of prizes and/or awards and/or prize money.

6.1.11.b The final top 3 drivers will also be required to attend the Porsche Prize Giving Banquet which is held in Weissach, Germany in December.

6.1.11.c Should any car, including the Championship winning car, carry any form of sponsorship or advertising that conflicts in any way with Porsche and/or its associate companies or sponsors, the

car may not be used by Porsche or the Carrera Cup Great Britain Organisation for any publicity purposes.

6.1.11.d In signing the Championship Registration Form each driver agrees that Porsche and the sponsors of the 2010 Championship may make use of his/her activities and successes in motorsport for any advertising, publicity and public relations purposes. The driver and entrant also agree that in any advertising or promotion with which they are associated the full Championship title will be used at all times.

6.1.11.e The Carrera Cup Great Britain Organisation reserves all rights to branding on Porsche 911 GT3 Cup Cars with the exception of the driver branding area as specified in Appendix E.

6.1.11.f The Carrera Cup Great Britain Organisation will supply each driver 2 Championship fireproof badges which must be attached to the drivers race suits in a prime position.

6.1.12 The Championship Co-ordinator can order the driver's exclusion from either the complete series or further individual races for the following:

- Advertising for commercial competitors of the series sponsors

In the case of an exclusion from the series all points scored as well as the prize money will be forfeited.

## **6.2 CONTACTS**

### **6.2.1 Governing Body**

The Motor Sports Association Limited  
Motor Sports House  
Riverside Park  
Colnbrook  
Slough SL3 0HG

Telephone: 01753 765000 Fax: 01753 682938

### **6.2.2 TOCATour Ltd**

Dan Mayo  
Administration Office  
8 Beckside  
Elvington  
York YO41 4BE

Telephone: 01904 607320 Fax: 01904 607325

### **6.2.3 Porsche Carrera Cup Great Britain Championship Co-ordinator**

Marion Barnaby  
Porsche Cars Great Britain  
Bath Road  
Calcot  
Reading RG31 7SE

Telephone: 0118 925 2732 Fax: 0118 925 2719  
Mobile: 07881 814996  
Email marion.barnaby@porsche.co.uk

#### **Porsche Motorsport Parts and Technical**

Paul Robe  
Parr Motorsport  
Unit 5 The Faraday Centre  
Faraday Road  
Crawley  
West Sussex RH10 9PX

Telephone: 01293 573911 Fax: 01293 537912

#### **Porsche Carrera Cup Great Britain Press Co-ordinator**

Paul Lawrence

Telephone: 01952 510382

**6.2.4 Eligibility/Safety Scrutineer** Alan Clancy

**6.2.5 Championship Clerk of the Course** Paul Oakley

**6.2.6 Paddock Layout Team**

Derek Weller  
MSO  
The Garden House  
Cromwell Road  
Great Glen  
Leicestershire  
LE8 9GU

Telephone: 01162 593808  
Mobile: 07850 905573

**6.2.7 Circuits / Organising Club / Registering Club**

**Organising Club**

BARC  
Thrupton Circuit  
Andover  
Hants SP11 8PN

Telephone: 01264 882200 Fax: 01264 882233

**Circuits**

Brands Hatch  
Motor Sport Vision  
Brands Hatch Circuit  
Fawkham  
Longfield  
Kent DA3 8NG

Telephone: 01474 872331 Fax: 01474 874766

Croft  
Croft Promosport Ltd  
Croft Circuit  
Croft on Tees  
North Yorkshire DL2 2PN

Telephone: 01325 721815 Fax: 01325 721819

Donington Park  
Donington Park Leisure Ltd  
Donington Park Racing Circuit  
Castle Donington  
Derby DE74 2RP

Telephone: 01332 810048 Fax: 01332 850422

Knockhill Racing Circuit Ltd  
By Dunfermline  
Fife  
KY12 9TF

Telephone: 01383 723337

Fax: 01383 620167

Oulton Park  
Motor Sport Vision  
Oulton Park Circuit  
Little Budworth  
Tarpорley  
Cheshire CW6 9BW

Telephone: 01829 760301

Fax: 01829 760378

Silverstone Circuit  
Towcester  
Northants NN12 8TN

Telephone: 01327 857271

Fax: 01327 857633

Snetterton  
Motor Sport Vision  
Snetterton Circuit  
Snetterton  
Norwich NR16 2JU

Telephone: 01953 887303

Fax: 01953 888220

Thruxton Circuit  
Andover  
Hants SP11 8PN

Telephone: 01264 882200

Fax: 01264 882233

# 911 GT3 Cup

## 911 GT3 Cup Vehicle Description, MY 2010

### Concept:

- single-seated, near-standard race vehicle in accordance with the 2010 Porsche Manufacturer's Regulations

### Engine:

- water cooled flat six-cylinder boxer engine
- 3,598 cc, stroke 76.4 mm, bore 99,98 mm diameter
- max. power: 309 kW (420 bhp)
- max. torque: 420 Nm
- max. rpm: 8,400 rpm
- four valves per cylinder
- dry-sump lubrication
- two-stage resonance intake manifold, central inlet air duct
- electronic engine management system MS 3.1
- sequential multi-point fuel injection
- required fuel quality: 98 octane ROZ, unleaded
- race exhaust system in modular design (with or without presilencer)
- lambda-probe-equipped catalytic converter (400 cubicules)
- twin-branch centre exhaust tailpipe

### Power Train:

- six-speed sequential dog-type gearbox

#### Gear ratios:

Bevel crown wheel 8/32  $i = 4,000$

1<sup>st</sup> gear 12/38  $i = 3.167$

2<sup>nd</sup> gear 15/32  $i = 2.133$

3<sup>rd</sup> gear 18/31  $i = 1.722$

4<sup>th</sup> gear 20/28  $i = 1.400$

5<sup>th</sup> gear 23/26  $i = 1.130$

6<sup>th</sup> gear 29/27  $i = 0.931$

- pressure-oil lubrication
- oil-water heat exchanger
- single-mass flywheel
- hydraulic clutch centre-release mechanism
- 5.5" triple-disc sintered-metal clutch

- limited slip differential 40/60 per cent
- differential cage analogical 911 GT3 RSR
- rear-wheel drive

### Bodywork:

- self-supporting bodyshell made out of galvanised steel
- aerodynamically optimised front bumper and front spoiler edge
- carbon fibre doors with window frame and plastic rear-view mirrors
- carbon fibre rear lid with adjustable rear wing
- carbon fibre rear bumper
- air jack system
- reinforced welded-in roll cage
- racing seat (driver side only) with fire retardant upholstery
- six-point seat belt, optimised for use with HANS system
- removable steering wheel (with quick-release coupling)
- electric fire extinguishing system
- 90 litre fuel tank
- Safety retainer for battery fixation

### Suspension:

- front axle:
  - McPherson strut-type axle
  - Sachs gas pressure shock absorbers
  - double coil springs (main spring and helper spring)
  - two-piece lower control arms for camber adjustment
  - blade-type anti-roll bar
  - damper mounted to upright with twin-clamp system
  - power steering with electro-hydraulic pressure feed
- rear axle:
  - multilink rear suspension with solidly mounted subframe
  - Sachs gas pressure shock absorbers
  - double coil springs (main spring and helper spring)
  - two-piece lower control arms for camber adjustment
  - reinforced, continuously variable rear axle track rod
  - blade-type anti-roll bar
- suspension continuously variable (height, camber, track)

### Brake System:

- brake system with adjustable bias bar
- front axle:
  - aluminium six-piston callipers, single-piece internally vented brake discs, 380 mm diameter, race brake pads
- rear axle:
  - aluminium four-piston calliper, single-piece

internally vented brake discs, 350 mm diameter, race  
brake pads

- / 2

#### Rims/Tyres:

- Front axle:
- three-piece BBS centre-lock aluminium rims (9J x 18),  
rim offset 43
  - Michelin rain tyres (24/64-18)
- Rear axle:
- three-piece BBS centre-lock aluminium rims (11J x 18),  
rim offset 30
  - Michelin rain tyres (27/68-18)

#### Electrics:

- Motec display with integrated data recording
- battery: 12 Volt, 50 Ah
- 90 Ah generator

#### Vehicle Weight:

- approx 1,150kg

#### Colours:

(water-based paint)  
Exterior: Carrera white B9A  
Interior: white filler coat, no clear-coat finish

#### Vehicle Price:

On request  
(excl. Tax, ex works)

#### Deposit:

on request  
  
due when order form is being signed

#### Vehicle Order:

Marion Barnaby  
Motorsport Manager  
Porsche Cars Great Britain  
Bath Road  
Calcot  
Reading  
Berkshire RG31 7SE  
Phone + 44 118 925 2732  
Number + 44 118 925 2719

**Delivery:**

March 2010

**Conformity with Regulations:**

The vehicles will be delivered in their basic version being in accordance with the 2010 Porsche Manufacturer's Regulations.

comply with

Each customer is responsible for his/her car to fully these Regulations.

without prior

All data as of July 2007 / All data subject to change notice

no longer

All previously published technical data and prices are valid

Vehicle cannot be registered for public road use

Porsche Motorsport  
August 2007

1<sup>st</sup> Version

