

2011 BRSCC Porsche Championship Regulations

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Version: MSA Approved

1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2011 Porsche Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CHR2011/R072**

Race Status: **National B**

MSA Championship Grade: **D**

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

1.2 Officials

1.2.1 CO-ORDINATOR:

John Clark

14 Chetwode Road

Tadworth, Surrey

KT20 5PW

Tel: (01737) 352567

Fax: (01737) 362646

Email: jc70vsr@live.co.uk

1.2.2 ELIGIBILITY SCRUTINEER

G A Billett

25 Westerleigh road.

Combe Down

Bath

BA2 5JE

Tel: (01225) 837586

Mob: (07774) 178381

Email: andy_billett@msn.com

Deputy Eligibility Scrutineer

K M Lewis

31 Popular Close

Bath

BA2 2HY.

Tel: (01225) 442347.

Mob: (07753) 867689

Email: kev@forddriver.freemove.co.uk

ELECTRONIC CONSULTANT

Ian Billett

12 Cedar Close

Lancing West Sussex

BN15 8PY

Tel 01903 765354 or 07966 936958

Email ibillett@aol.com

1.2.3. CHAMPIONSHIP STEWARDS:

D Furlong, D Wells, R Smith & D Walton

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



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1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC and in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding Racing members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences, or equivalent (MSA Regulation [H 26.1.5]) or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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

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

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

1.4 Registration

1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Registration Secretary/Co-ordinator prior to the Final closing date for the first round being entered.

1.4.2 The Registration Fee is £325 payable to the BRSCC.

1.4.3 Registration will be accepted from 1st January until the closing date for entries to the last round.

1.4.4 Upon registration permanent competition numbers for the championship will be issued.

1.4.5 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

1.4.7 A class for "shared cars" will be available (Registration Fees as per paragraph 1.4.2) with the proviso that one named registered competitor is limited to 60% of the rounds held during the season.

1.4.8 A registration fee of £35.00 payable to the BRSCC can be paid for one off races by unregistered competitors. The driver will not score championship points. This must be by prior arrangement with the championship co-ordinator.

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1.5. Championship Rounds

The 2011 Championship will be contested over 16 rounds.

Events	2011 Dates	DH	Venue	Licence Status	Club
1	April 9/10	DH	Silverstone	Nat B	BRSCC
2	May 14/15	DH	Donington Park	Nat B	BRSCC
3	June 4/5	DH	Cadwell Park	Nat B	BRSCC
4	June 18	DH	Oulton Park	Nat B	BRSCC
5	July 16/17	DH	Rockingham	Nat B	BRSCC
6	August 13/14	DH	Brands Hatch	Nat B	BRSCC
7	September 17/18	DH	Snetterton 300	Nat B	BRSCC
8	October 15/16	DH	Donington Park	Nat B	BRSCC

DH = Double Header.

1.6 Scoring

- 1.6.1 Points will be awarded to competitors listed as classified race finishers in each class as follows: **Note: Half points only will be awarded in any class where fewer than 6 cars in that class start the race.**

6 or more starters in each class																				
1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th	21 st
25	23	21	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2

- 1.6.2 The totals from all rounds of the championship held, less three will determine the final Championship points and positions.

- 1.6.3 Ties will be resolved according to **W1.3.4** of the current MSA Yearbook.

1.7 Awards

- 1.7.1 All awards are to be provided by the BRSCC.

- 1.7.2 PER ROUND:

Trophies per class:

Over 6 Starters	1 st	2 nd	3 rd
4 – 6 Starters	1 st	2 nd	
Up to 4 Starters	1 st		

- 1.7.3 CHAMPIONSHIP:

Trophies to the 1st - 2nd - 3rd placed drivers in Class and to Overall winner and to the named registered Competitors who win the "shared car" class.

- 1.7.4 BONUSES:

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

- 1.7.5 PRESENTATIONS:

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

- 1.7.6 ENTERTAINMENT TAX LIABILITY:

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In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151-472 6488

1.7.7 TITLE TO ALL TROPHIES:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds

In accordance with Section C of the current MSA Yearbook

2.2 Championship

In accordance with Section C of the current MSA Yearbook.

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3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / organiser may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

3.3 Practice

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4 Qualification

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation [Q 4.5]. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation [Q 4.5].

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3.5. Races

- 3.5.1 The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6 Starts

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

- 3.6.2 The minimum countdown procedures/audible warning sequence shall be:

Standing Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.
- 3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7 Race Stops

- 3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 3.7.2 **Case A – Less than two laps completed by the race leader.**

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

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

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

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

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

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3.8 Rescrutiny

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

3.9 Pits and Pit Lane Safety

3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 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 Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA Regulation [Q 13], Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for every meeting.

3.10 Race Finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

3.11 Results

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

3.12 Timing Modules

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

3.13 Qualification Races

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 Operation of Safety Car

3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

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4 CHAMPIONSHIP RACE PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

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

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1 (c)].

4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations Issued for the Championship

4.2(a) The Clerk of the Course reserves the right to impose a '**Stop-Go Penalty/Drive Through Penalty**' in accordance with MSA Regulation [Q 12.6].

4.2.1 As per current MSA Judicial Procedure Regulations.

4.1.3 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

- a Reckless or dangerous driving in the course of a meeting. MSA Regulation [C 1.1.5].

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

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5. TECHNICAL REGULATIONS

5.1 Introduction

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. All references to the MSA Yearbook (blue book) relate to the current edition.

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

5.2 General Description

The 2011 BRSCC Porsche Championship is for Competitors competing in the following classes:

Class **924** Porsche 924, 2 litre vehicles, running in standard form

Class **Boxster** Porsche Boxster S, 3.2 litre, Model 986 and 987

Class Invitation **Porsche 924 or Porsche Boxster S cars not complying with Class 924 or Class Boxster regulations. Any prospective entry must have prior approval of the BRSCC and must fully comply with MSA Technical regulations.**

5.2.2 Examination Of Vehicles

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

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

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

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

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Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer equipment. Refer to reg 5.7.2

5.3 Safety Requirements

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

5.3.2 The fitting of a roll cage that meets the requirements of Section K1 of the current MSA Yearbook is mandatory.

All roll cages not having a valid bona-fide manufacturer's roll cage prior to 1st January 1995 must seek clarification via an MSA approved source and be available for inspection. This certification requirement includes any roll cage of so-called 'free concept' design.

Class 924 only

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

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

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

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

Class Boxster only

5.3.7 Class Boxsters vehicles must be fitted with the control roll cage supplied by Custom Cages Ltd. Part Number PB/06C.

5.3.8 Class Invitation

Class Invitation cars must be fitted with a roll cage complying with Championship Regulation 5.3.2

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5.4 (A) GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS Class 924

- 5.4.1 In these Regulations “standard” shall mean in accordance with MSA Regulation Section B Nomenclature & Definitions – Standard Part.
- 5.4.2 The Organisers shall establish the manufacturers recognised specification by reference to information provided by the manufacturers or by comparison with items or components which the Organisers consider accord with such specification or in any other manner which the Organisers shall consider appropriate. The Organisers shall be the sole arbiters and any finding of the Organisers as to whether or not any item or component is “standard” for the purposes of these Regulations shall be a Judgement of Fact.
- 5.4.3 The decision of the Organisers upon all matters in relation to interpretation, application, breaches and enforcement of these Regulations (including without limit eligibility and classification) shall be binding upon all competitors, who shall by registering for the Championship be deemed to have full knowledge of these Regulations and to have accepted same in full.
- 5.4.4 Expressed prohibitions of particular modifications or parts or processes are for guidance only and are not exhaustive.
- 5.4.5 Unless specifically authorised in these Regulations the use, modification of and/or the addition of any parts, material processes or adjustments incompatible with those appearing in the manufacturers recognised specification is prohibited. Similarly, only welding or repairing material or the fitting of the manufacturers standard replacement parts for the sole purpose in every respect of restoring the vehicle and/or its component parts to the manufacturers recognised specification or to comply with MSA obligatory safety requirements is permitted.
- 5.4.6 Throughout the car, any nut, bolt or screw may be replaced by any other nut, any other bolt, any other screw and have any kind of locking device (washer, lock nut etc.) providing that it is directly interchangeable with the one that was originally fitted. It is not permitted to drill out holes etc. to fit larger diameter bolts or screws. Under no circumstances must safety be compromised and any 'hardware' fitted must be more than adequate for the application to which it is put.
- 5.4.7 All cars must have a chassis or identification numbers permanently attached to the body shell and engine numbers stamped/placed thereon.

5.5(A) Chassis

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

5.6(A) Bodywork

5.6.1 Modifications Permitted

Must remain as standard except for the following :

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

Spare wheel and tool kit may be removed.

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

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

However the forward facing fog lamps must be fitted, (they may be substituted by alternatives of the same size) in working order in the original position and protected by **transparent** material (MSA Regulation [Q 19.14.4]). There may be no gaps between the lamp assemblies in the front bumper. Additionally, it is not permitted to remove the indicators, which must be in correct position, and working order.

Undertray: The standard front undertray may be replaced by an undertray manufactured from GRP, aluminium or steel this undertray must not extend beyond the engine oil sump reservoir, the engine bay chassis rails to each side, or the front lower body panel (valance). All brackets and fittings must be of a strength to hold the undertray in position at all times.

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

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

The silhouette and plan profile should be as the standard 924 plus a rear spoiler if fitted in accordance with Regulation 5 6.1 Para 16.

The minimum ride height is 76mm with the driver in the car. When the standard sill seam of the vehicle is swept by a 76mm block, this block should not jam against any component.

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

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

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

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

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

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

Mirrors: as per MSA Regulation [Q 19.15.1].

5.6.2 Modifications Prohibited

Strengthening and re-location of jacking points is prohibited.

The fitting of on-board jacking systems is prohibited.

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

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

5.7(A) Engines

5.7.1 Permitted Modifications

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

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

A Vernier pulley suppliable by the above company only is permitted. This will be stamped up by Piper Cams.

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

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

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

5.7.2 Engine Power Output

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

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

The highest figures obtained will be the figures used.

All power tests shall be carried out at the premises of Bob Watson Engineering Ltd (details below), using the approved equipment.

Bob Watson Engineering Ltd,
Middle Aston,
Bicester.
Oxfordshire

Telephone 01869 340814.

5.7.3 Prohibited Modifications

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

5.7.4 Engine Location within the Chassis

The engine must remain in its original position.

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

5.7.5 Cooling System

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

5.7.6 Induction System

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

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

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

5.7.7 Fuel Delivery System

Must remain as standard except a large throat body is allowed. Maximum bore size 60 mm diameter. It is permitted to modify the standard 924 throttle body assembly provided that the total diameter of the two butterflies does not exceed 60mm. Slide throttles are not permitted.

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

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

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

5.7.8 Exhaust System & Silencing

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

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

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

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

5.7.9 Ignition System

The position of any ignition control box is free.

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

Distributor drive is to remain as standard.

5.8(A) Suspension

5.8.1 Shock absorbers: Must be as per the 924 championship specification from the designated suppliers: Leda Suspension Ltd or GAZ equivalent (N.B. these units are code-stamped)

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

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

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

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

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

5.9(A) Transmission

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

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

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

5.10(A) Electrics

5.10.1 EXTERIOR LIGHTING: All exterior lights must be as standard, be fitted correctly and be fully operational, except as provided by **Championship** Regulation 5.6.1 paragraph 5.

5.10.2 BATTERIES: Battery location may be placed in an approved container and attached securely in the passenger foot-well.

5.10.3 ALTERNATORS: The alternator must be of the original type, and the pulleys must remain standard, and working at all times. No device is permitted to stop the alternator giving its standard output during practice and Race.

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

5.10.5 Instruments are free provided that replacement units are intrinsically safe. Electronic instruments and data logging equipment is permitted provided that their operation has no influence whatsoever on the behaviour of the car during competition. Any information obtained from such equipment shall be made freely available to the Eligibility Scrutineer on request.

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

5.11(A) Brakes

5.11.1 Brake systems must be as standard except that flexible hoses and lining materials are free.

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

5.11.3 The deforming and removal of back plates is permitted.

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

5.12(A) Wheels and Steering

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

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

5.12.3 The steering lock pin must be removed

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

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5.13(A) Tyres

5.13.1 The mandatory control tyre for the championship is: Toyo Proxes R888 205.50.15,

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

The nominated tyre distributor is;

Tyres (South Shore) Ltd
57 Cowley Road
Marton
Blackpool
FY4 4NE

Tel: (01253) 761362

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

5.14(A) Minimum Weight Limit

5.14.1 The Vehicle must weigh a minimum of 1000 kg with the driver on board. See MSA General Regulation [J 5.15].

5.14.2 No additional ballast in any form may be added prior to or during any official weighing procedure.

5.14.3 If ballast is required to achieve minimum weights, this must be previously affixed in the form of a single metal weight attached to a chassis member clearly visible within the passenger space and secured with drilled bolts to allow wire seals to be applied as per MSA Regulations.

5.15(A) Fuel Tank and Fuel

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

5.15.2 LOCATION OF THE FUEL TANK. You may substitute the standard fuel tank for a type approved by the MSA and PDA and must be fitted in the manufacturers' original location.

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

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

5.16(A) Competition Numbers/Decals

5.16.1 Positions: As per MSA Regulation [J 4.1].

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

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

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5.16.2 Suppliers: Numbers are for sale & BRSCC decals (which must be displayed on each side of the car in an un-obscured manner) are available at signing-on at each BRSCC meeting.

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

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

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5.4 (B) GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS Class Boxster

- 5.4.1 In these regulations “standard” shall mean in accordance with MSA Regulation Section B Nomenclature & Definitions – Standard Part.
- 5.4.2 The Organisers shall establish the manufacturers recognised specification by reference to information provided by the manufacturers or by comparison with items or components which the Organisers consider accord with such specification or in any other manner which the Organisers consider appropriate. The Organisers shall be the sole arbiters and any finding by the Organisers as to whether or not any item is “standard” for the purpose of these regulations shall be a Judgement of Fact
- 5.4.3 The decision of the Organisers upon all matters in relation to interpretation, application, breaches and enforcement of these Regulations (including without limit eligibility and classification) shall be binding upon all competitors who shall by registering for the championship be deemed to have full knowledge of the Regulations and to have accepted the same in full.
- 5.4.4 Expressed prohibitions of particular modifications, parts or processes are for guidance only and are not exhaustive.
- 5.4.5 Unless specifically authorised in these Regulations the use, modification of and/or the addition of any parts material processes or adjustments incompatible with those appearing in the manufacturers recognised specification is prohibited. Similarly, only welding or repairing of material or the fitting of the manufacturers standard replacement parts for the sole purpose in every respect of restoring the vehicle and/or its component parts to the manufacturers recognised specification, / or to comply with MSA obligatory safety requirements, is permitted.
- 5.4.6 Throughout the car any nut bolt or screw may be replaced by any other nut bolt or screw and have any kind of locking device provided that it is directly interchangeable with the one that was originally fitted. It is not permitted to drill out holes to fit larger diameter bolts or screws. Under no circumstance must safety be compromised and any “hardware” fitted must be more than adequate for the application to which it is put.
- 5.4.7 All cars must have a manufacturers chassis identification number permanently attached to the body shell. Engines must be stamped with a manufacturers engine identification number.
- 5.4.8 A high standard of presentation for competing cars will be considered of paramount importance. The judges in this matter will be the Championship Coordinator and the Championship Scrutineer. In considering whether to permit any car to participate, the Organisers reserve the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior) and may exclude any car, the appearance of which they consider may prejudice the reputation of the Series or is otherwise not acceptable.

5.5(B) Chassis

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

Seam welding is not permitted. Where chassis repairs are necessary after accident damage the standard spot welding may be replaced by stitch welding. Welds must be no longer than 50 mm with a gap of 50mm between welds.

The specified roll cage manufactured by Custom Cages Ltd (Part Number PB/06T), must be fitted in accordance with the manufacturer’s instructions and must not be subjected to any additions, deletions, drilling, additional welding or any other modification.

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

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

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

5.6(B) Bodywork

5.6.1 MODIFICATIONS PERMITTED

Must remain as standard except for the following;

Interior

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

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

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

Dashboard instrumentation is free.

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

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

All safety airbags and their triggering mechanisms must be removed.

The standard windscreen must be retained in its original position but side windows may be removed. The window winding mechanisms and any other internal door components that are attached with removable fixtures can be removed. **It is permitted to use a heated windscreen.**

A metallic hardtop roof (not carbon fibre) must be used. The folding roof mechanism must be rendered inoperative.

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

The central locking system must be removed or rendered inoperative.

Spare wheel and toolkit may be removed.

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

Exterior

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

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

Number plate mounting brackets must be removed.

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

A single hole may be made in each bumper panel (front and rear) to allow for a non-standard towing eye to be fitted if the inner bumpers have been removed. It must be no larger than is reasonably necessary and serve no other function than allowing fitment of the towing eye. In accordance with MSA Regulation [Q 19.1.3].

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Windscreen washer systems and horn may be removed.

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

The fitting of factory "Aero-kit" body parts available as manufacturer options on 986 and 987 models is permitted.

Front bumpers, headlights and front wings from 996 and 997 models may be fitted provided no modification to the fitted parts or the chassis is required.

A detachable hard top as supplied by the manufacturer as an option may be fitted. The roof must correspond with the manufacturers standard profile. Where a roof is fitted, the side windows must be retained or a net fitted to the window aperture. Side windows may be made of suitable plastic of not less than 4mm thickness. MSA Regulation [J 5.2.9].

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

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

MODIFICATIONS PROHIBITED

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

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

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

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

5.7(B) Engines

5.7.1 Permitted Modifications

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

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

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

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

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

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

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

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

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

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

Standard internal engine components may be strengthened or substituted with non-standard components, provided that in all cases the engine technical parameters (including the bore, stroke, valve timing, power output at the flywheel and torque curve amongst others) remain as standard. Any such non-standard alterations must be declared to the eligibility scrutineer.

5.7.2 Engine Power Output

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

Engine Code: M96.21 & Engine Code: M96.24	210 kw and less
Engine Code: M96.26	Over 210 to 227 kw

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

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

The highest figures obtained will be the figures used.

All power tests shall be carried out at the premises of Superchips Ltd (details below), using the approved equipment.

Superchips Ltd
2-16 Homestall
Buckingham Industrial Estate
Buckingham
MK18 1XT

Telephone: 01280 814 781

5.7.3 Prohibited Modifications

The standard flywheel must be used.

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

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

5.7.4 Engine Location Within The Chassis

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

5.7.5 Cooling System

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

The standard radiators must be retained.

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

5.7.6 Induction System

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

An unmodified air filter element must be fitted in the standard location.

5.7.7 Fuel Delivery System

The fuel delivery system must remain as standard.

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

5.7.8 Exhaust System

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

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

5.7.9 Ignition System

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

Standard Traction Control systems if fitted must remain fully functional.

The ECU must be located in the standard position.

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

Spark plugs are free.

5.8(B) Suspension

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

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

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

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

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

5.8.6 It is permitted to use a front strut brace, provided it is of a bolt on type and is only connected directly between the two front suspension turrets.

5.9(B) Transmission

5.9.1 Both manual and Tiptronic gearboxes are permitted. Gear ratios and final drive ratio must remain as standard for the type of gearbox used.

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

5.9.3 The clutch unit must remain as standard but the friction material is free. Torque biasing differential units of any specification/country of origin are prohibited.

5.9.4 Gearbox mounts must be standard.

5.10(B) Electrics

5.10.1 The standard ignition switch must be retained.

5.10.2 All exterior lights must be as standard, be fitted correctly and be fully operational.

5.10.3 Battery type is free. The battery may be relocated to either front or rear luggage compartment. Alternatively it may be placed in an approved container and attached securely in the passenger footwell.

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

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

5.10.6 If a data logging system is fitted it must be used for the monitoring and display of information only. All data obtained must be made available to the eligibility scrutineer upon request.

5.11(B) Brakes

5.11.1 Brake calipers and discs must be as standard for the model.

5.11.2 Ceramic composite brakes are not permitted.

5.11.3 Brake fluid hoses may be replaced with stainless steel braided hose. Brake pipes may be passed through the habitacle provided that compliance with MSA Regulation [J 5.12.1] is maintained.

5.11.4 Brake pads must be either RC6 material manufactured by Carbone Lorraine or from the controlled brake supplier Mintex Racing / Questmead Front Pads Part Number: MDB2038F2R and Rear Pads Part Number: MDB1874F2R.

5.11.5 Deforming or removal of brake backing plates is permitted. Additional brake cooling may be fitted provided no bodywork has to be removed or modified.

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

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5.11.7 Any blanking of the rear brake hydraulic circuit is prohibited

5.12(B) Wheels And Steering

- 5.12.1 Wheels must be to the Championship specification as manufactured by Rimstock PLC. Rear wheels: ProRace 1.3 10.0 x 18 e45. Front wheels: ProRace 1.3 8.5 x 18 e45.
- 5.12.2 Wheels are allowed to be spaced within the constraints of the standard body profile (Note MSA Regulations [J 5.8.2] and [G 19.7.1] & [G 19.7.2]).
- 5.12.3 Standard wheel retaining bolts may be replaced by studs and wheel nuts.
- 5.12.4 The steering rack must be standard for the model. Power steering system must remain fitted. Additional cooling of the power steering system is permitted.
- 5.12.5 The steering lock pin must be removed.
- 5.12.6 The turning circle must be limited to prevent tyre/bodywork contact. MSA Regulation [J 5.7.4].

5.13(B) Tyres

5.13.1 The mandatory control tyre for the Championship is the R888 manufactured by Toyo. The following sizes must be used. Front 225/40R18. Rear 265/35R18

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

The nominated tyre distributor is;

Tyres (South Shore) Ltd
57 Cowley Road
Marton
Blackpool
FY4 4NE

Tel: 01253 761362

- 5.13.2 The use of any heating/heat retention devices is prohibited.
- 5.13.3 The use of tyre softening treatments is prohibited.

5.14(B) Minimum Weight Limit

- 5.14.1 All cars must comply with the minimum weight limit of **1325Kg**.
- 5.14.2 Cars with a declared power output of **over 210Kw to 227Kw** must carry an additional **40Kg** (total minimum weight 1365 Kg)
- 5.14.3 Weights are for the cars as presented at post practice or post race scrutineering and include the weight of the driver.
- 5.14.4 If ballast is required to achieve the minimum weight this must be affixed in the form of not more than two metal weights attached to a chassis member, clearly visible within the passenger space or luggage compartments, and secured with drilled bolts to allow wire seals to be applied. MSA Regulation [J 5.15].

5.15(B) Fuel Tank and Fuel

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

5.16(B) Competition Numbers/Decals

- 5.16.1 Positions: As per MSA Regulation [J 4.1].

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

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

- 5.16.2 Suppliers: Numbers are for sale & BRSCC decals (which must be displayed on each side of the car in an unobscured manner) are available at signing-on at each BRSCC meeting.

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

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

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6. APPENDICES

6.1 Race Organising Club and Contacts

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MS.

	Contact Details:
BRSCC H.Q.	BRSCC (British Racing & Sports Car Club) Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783
6.1.2 Useful Contacts	
Driver Representatives	
Porsche 924	Jayson Flegg 07734 428 401 Email: jayson.flegg@flegtransport.co.uk
Porsche Boxster	Nick Hull 07967 315 897 Email: njh@tbmtd.co.uk

6.2 Commercial Undertakings

6.2.1 Trade Support

6.2.2 Advertising/Glass

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

6.2.3 Vehicles, Decals And Overalls/Patches

Competitor's overalls must be clean and maintained to a reasonable standard, patches should be affixed as instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to Race.

6.2.4 Promotional Activities



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

6.2.5 Vehicle Presentation

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

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

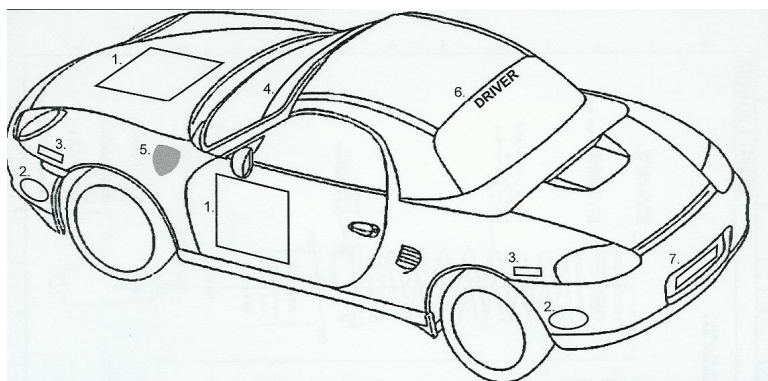
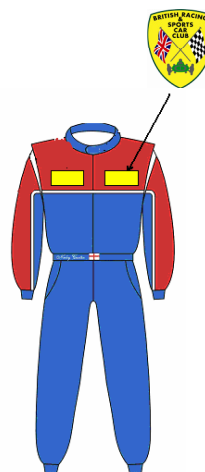
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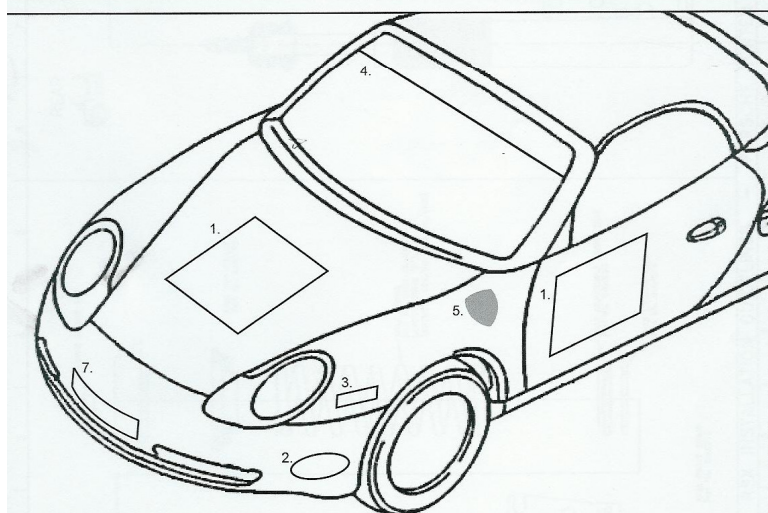
Appendix 1

Race Suits – positioning of supplied sponsor cloth badges.



PORSCHE BOXSTER MANDATORY DECAL POSITIONS

1. Racing Number Square
2. GAZ
3. Carbone Lorraine
4. BRSCC Porsche Championship Windscreen Strip
5. BRSCC
6. Drivers Surname
7. Racing Number Plate



BRSCC Porsche Championship REGISTRATION FORM 2011

All drivers must register as competitors for the Championship by returning this Registration Form with the Registration Fee of £325 to the BRSCC at least 21 days prior to the Final closing date for the first round being entered. Acceptance or rejection of registration is entirely at the discretion of BRSCC. Please complete all Sections

Section 1 - Contact Details

Name	<input type="text"/>	Date of Birth	<input type="text"/>
Address	<input type="text"/>		
		Post Code	<input type="text"/>
Telephone	Daytime <input type="text"/>	Evening <input type="text"/>	Mobile <input type="text"/>
Email	<input type="text"/>		
MSA Lic Grade	<input type="text"/>	MSA Lic No	<input type="text"/>
		BRSCC Mem. No	<input type="text"/>
		Expiry Date	<input type="text"/>

Section 2 - Vehicle Details

Vehicle Model	Porsche 924 <input type="checkbox"/>	Porsche Boxster <input type="checkbox"/>	Other (specify) <input type="text"/>
If Boxster please indicate Power Output	Less than 210Kw <input type="checkbox"/>	Over 210 to 227 Kw	<input type="checkbox"/>
Chassis Identification No	<input type="text"/>	Engine Identification No	<input type="text"/>
Gearbox Identification No	<input type="text"/>	Transponder No	<input type="text"/>
Please state preferred Competition No	1 st Choice <input type="checkbox"/>	2 nd Choice	<input type="checkbox"/>

Section 3 - Declaration

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

Signature	<input type="text"/>	Date	<input type="text"/>
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Please indicate with an "X" if submitting electronically

Section 4 - Payment Details

Please complete card payment details below **OR** attach a cheque for £325.00 made payable to BRSCC

Please debit with £325.00 my	Visa <input type="checkbox"/>	Mastercard <input type="checkbox"/>	Maestro <input type="checkbox"/>									
Card Number	<input type="text"/>											
Start Date	<input type="text"/>	Expiry Date	<input type="text"/>	Issue No.	<input type="text"/>	Security No (3 digits on reverse)	<input type="text"/>					

Section 5 - Championship Clothing

Upon Registration, a Championship Fleece will be issued. Please indicated the size required below by ticking relevant box.

Small <input type="checkbox"/>	Medium <input type="checkbox"/>	Large <input type="checkbox"/>	X-Large <input type="checkbox"/>
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Please send completed form including payment to
By Post: BRSCC, Unit E, Homesdale Business Centre, Platt Industrial Estate, Maidstone Road, Borough Green, Kent TN15 8JL
By E Mail: carole@brsc.co.uk
By Fax: (01732) 885783