

# 2009 BRSCC Porsche 924 Championship Regulations

Issued by the BRSCC: 18<sup>th</sup> March 2009

Version 1: MSA Approved

## BRSCC Porsche 924 Championship Regulations 2009

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The 2009 Porsche 924 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: **CHR2009/069**

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 [A 29(c)] 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:

A L Davies  
122 Chester Road,  
Helsby,  
Frodsham  
Cheshire,  
WA6-0QS  
Telephone 01928-727466.  
Email. [info@porscheracingdrivers.co.uk](mailto:info@porscheracingdrivers.co.uk)

#### 1.2.2 ELIGIBILITY SCRUTINEER

Deputy Eligibility Scrutineer

G A Billett  
25 Westerleigh road.  
Combe Down  
Bath  
BA2 5JE

K M Lewis  
31 Popular Close,  
Bath,BA2 2HY.

Email: [andy\\_billett@msn.com](mailto:andy_billett@msn.com)

Email [kev@forddriver.freereserve.co.uk](mailto:kev@forddriver.freereserve.co.uk)

Telephone: 01225 837586  
Mobile: 07774 178381

Telephone 01225 442347.  
Mobile 07753 867689

#### 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.

### 1.3 COMPETITOR ELIGIBILITY

#### 1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.

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1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding 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 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.

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 Porsche 924 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 £200 payable to the PDA

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 £30.00 payable to the PDA 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.

## 1.5. CHAMPIONSHIP ROUNDS

The 2009 Championship will be contested over 13 rounds.

Events	2009 Dates		DH	Venue	Licence Status	Club
1	April 26		X	Mallory Park	Nat B	BRSCC
2	May 2	May 3		Donington	Nat B	BRSCC
3	May 30	May 31	X	Brands Hatch	Nat B	MGCC
4	June 13		X	Cadwell Park	Nat B	BRSCC
5	July 18	July 19	X	Rockingham	Nat B	BRSCC
6	August 15		X	Oulton Park - International	Nat B	BRSCC
7	September 26	September 27	X	Anglesey - International	Nat B	BRSCC
Non championship round	October 3	October 4	X	Lydden Hill	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:

25 – 23 – 21 – 19 – 18 – 17 – 16 – 15 – 14 – 13 – 12 – 11- 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – all other finishers will receive 1 point. 1 point will also be awarded to the driver with the fastest lap in each round.

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**Competitors competing in the Invitation Class will not be eligible to score championship points**

- 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 J 3.4 of the current MSA Yearbook.
- 1.7.1 All awards are to be provided by the BRSCC.
- 1.7.2 PER ROUND:  
Trophies to the 1st - 2nd - 3rd placed drivers **in each class.**
- 1.7.3 CHAMPIONSHIP:  
Trophies to the 1<sup>st</sup> - 2nd - 3rd placed drivers 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:  
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.

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

### **2.1 ROUNDS**

In accordance with Section [C(d)] of the current MSA Yearbook

### **2.2 CHAMPIONSHIP**

In accordance with Section [C(d)] of the current MSA Yearbook.

### **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 regulations [G 15]. 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 [G 15].

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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 [G 53]. 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.**

Any race stopped before the leader has completed two laps will be declared a “No Contest” and available cars will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. 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.**

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Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon 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. The result will be the order of finishing at the end of the re-started race. 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

Any race stopped after the leader has completed 75 % of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. If run as a two part race, 3.7.3 will apply.

## 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 [G 66 to 73] Regulations, Circuit Management Regulations and SR's 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.

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## 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 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 GR B27) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.

3.14.2 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.

3.14.3 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.

3.14.4 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.

3.14.5 Flashing yellow lights may also be used at the start-line and at other points around the circuit.

3.14.6 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.

3.14.7 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.

3.14.8 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.

3.14.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

3.14.10 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.

3.14.11 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.

3.14.12 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.

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- 3.14.13 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.
- 3.14.14 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.
- 3.14.15 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.14.16 In exceptional circumstances the following may apply:
- (i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
  - (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
  - (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
  - (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
  - (v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.14.10, 3.14.11. and 3.14.12.
  - (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps
- 3.14.17 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

## **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(d) 36].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations [C(d) 39 (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(d) 39 (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 [G 65]

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(d) 1 (e)]

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.

## 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 [C(b) 6] [C(b) 6] - [C(b) Technical 7 to 26] - [G Technical Regulations] – [C(c)] – [MSA Regulations 'The Terminology] – [C(e)] of the current 2009 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 2009 BRSCC Porsche 924 Championship is for Competitors competing in the following classes:

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

**Class I** BRSCC reserve the right to include an invitation class for Porsche cars which do not fall within Class A. Any prospective entry must have prior approval of BRSCC and must fully comply with all relevant aspects of the current MSA Yearbook. Cars considered eligible will include but are not limited to Porsche 924S (2.5 litre), Porsche 944 (2.5 litre) and Porsche Boxster (1997 to 1999 model 2.5 litre or 2.7 litre).

#### 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 [C(c)]Safety Criteria Regulations apply as relevant, & specifically as follows:- [C(c) 2, 3 & Definitions]); [C(c) 45 ]; [C(c) Appendix 1 Table 56(c)]; [C(c) 69 to 71] - [C(c) 72 & 73] - [C(c) 75 & 76] - [C(c) 77 to 86] - [C(c) 87 to 100] - [C(c) 101] & [C(c) 103 & 104].
- 5.3.2 The fitting of a roll cage that meets the requirements of section [C(c) 2 to 43] of the current MSA Yearbook is mandatory. 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 being the only permitted additions. 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.
- 5.3.3 The front hoops of the roll cage may abut or be positively attached at one point on each hoop to the front passenger compartment bulkhead (dashboard area). However, no part of any attachment may pass through the front bulkhead.
- 5.3.4 The vertical section of the main hoop behind the driver may only be attached to the bodywork at one point on each side of the car, using a bolted attachment at the 'B' pillar seat belt mounting. The front horizontal roof bar of the roll cage may be attached to the windscreen header rail at two points. Such attachments may include welds of no longer than two inches and no more than one weld at each attachment point.
- 5.3.5 Door bars are mandatory. These may be welded in or removable and should go from the front hoop to the rear hoop and be as high as possible but in any event not higher than one third of the total height of the door aperture measured from its base.
- 5.3.6 No part of the roll cage nor its attachment points to the chassis/body may be rearward of the rear transverse chassis rail nor the position of the rear seat hinge.
- 5.3.7 All roll cages not having a valid bona-fide manufacturers roll cage prior to 01.01.95 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.

## 5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 In these Regulations "standard" shall mean in accordance in all respects (whether as to shape, size, material, manner or construction or otherwise) with the manufacturers recognised UK specification for the model or item in respect of which the expression is used.
- 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.

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- 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 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 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.

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 [G 127]). 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 valance (lower).

Bumpers, and all other body trim must remain as standard profile save for the side body trims, which may be removed. The fitting of a 924 Turbo 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). 1.11

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 [C(b) 8(k)] . 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.

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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 [G 132]

## 5.6.2 MODIFICATIONS PROHIBITED

Strengthening and re-location of jacking points is prohibited.

The fitting of on-board jacking systems is prohibited.

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

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

## 5.7 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 supplyable 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 out put ( to din 70020 ) shall not exceed **143Bhp (105.17kW)** at the flywheel.to convert to/ from BHP /kW the conversion value will be .7355.

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

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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:

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 air filter element must be fitted in the standard position.

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 60mm, Max depth/ thickness 30mm

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

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

## 5.7.8 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 silencing regulations [C(b) 23 & 24]. Left-hand drive vehicles must fit right-hand drive exhaust manifolds.

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

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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 [C(b) 23 & 24]. 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 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 5.12.2.

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

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

## 5.9 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 ELECTRICS

5.10.1 EXTERIOR LIGHTING: All exterior lights must be as standard, be fitted correctly and be fully operational, except as provided by Regulation 5.6.1.para 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 it's 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.

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## 5.11 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 [C(b) 18]. is maintained.

## 5.12 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 [C(b) 14] and [G 113].).
- 5.12.3 The steering lock pin must be removed
- 5.12.4 The steering Rack is free providing that it is a Porsche part.

## 5.13 TYRES

- 5.13.1 The mandatory control tyre for the championship is: Toyo Proxes R888 205.50.15,
- 5.13.2 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited.

## 5.14 MINIMUM WEIGHT LIMIT

- 5.14.1 The Vehicle must weigh a minimum of 1000 kg with the driver on board. **See MSA General Regulation [C(b)21)].**
- 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 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 [C(b) 19]. 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 'The Terminology (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 COMPETITION NUMBERS/DECALS

- 5.16.1 Positions: As per ROYAL AUTOMOBILE CLUB MSA Regulation [C(b) 6].

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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.

## 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/MSA.

<b>Centre:</b>	<b>Contact Details:</b>
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

BARC	Thruxton Race Circuit Thruxton Andover Hants SP11 8PN  Tel: 01264 772607
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### 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:

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

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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.

## **6.3 REGISTRATION FORM**

Official Registration Forms are available from the Co-ordinators office and must be COMPLETED WITH NO OMISSIONS and forwarded with the Registration Fee at least 21 days prior to the first event in which the car is entered.