

DMSB

General Regulations for Series run on Circuits / Automobile Sport

(as on 10.10.2014)

Name of the Series:

PCHC – Porsche Club Historic Challenge

DMSB Visa Number:

412/15

Status of the Events

International (registered in the FIA-calendar) National A (incl. NEAFP) National A

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Preface:

The PCHC – Porsche Club Historic Challenge is a series for Porsche cars.
The series is promoted by the Porsche Club Deutschland e.V.

Promoter/Organisation: Porsche Club Deutschland e.V.

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70771 Echterding
Germany

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N/A

The present Regulations consist of 22 pages and 0 attachments.

Part 1 Sporting Regulations

1. Introduction

The series Porsche Club Historic Challenge is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the (ASN). It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253).

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

The series is supported by the following companies:

None

2. Organisation

2.1 Details on titles and awards of the Series

Porsche Club Deutschland e.V., hereinafter referred to as series organiser, organises the Porsche Club Historic Challenge for the year 2015.

2.2 Name of the parent ASN

DMSB – Deutscher Motor Sport Bund e.V.

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 10.12.2014 with visa number 412/15.

2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)

Porsche Club Deutschland e. V., Gutenbergstrasse 19, 70771 Echterdingen
Tel.: +49 711/7504 654, info@porsche-club-deutschland.de

2.5 Composition of the organising committee

Organisation and Management: Heinz Weber, Heinz.Weber@porsche-club-deutschland.de
Sport manager: Michael Haas, Michael.Haas@porsche-club-deutschland.de
Event management, scrutineer: Frank Richter, Frank.Richter@porsche-club-deutschland.de

2.6 Names of the Permanent Stewards

N/A

2.7 ASN's Delegates

N/A

2.8 Series Delegates

Frank Richter, Chief Scrutineer

2.9 List of Officials

See Supplementary Regulations for the relevant event

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Legal System and Code of Procedure (RuVO)
FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements

3.1 Official language

English

Only the English text of the Regulations, approved by the DMSB, is binding.

3.2 Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

3.3 General Definitions

N/A

4. Entries

4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver must submit his application to be admitted to the PCHC - Porsche Club Historic Challenge until 30.03.2015 by using the form provided by the series organiser "Application for registration".

The series organiser reserves the right to accept late application.

The completely filled in and signed application must be sent to the following address:

Address of the series organiser

Different address:

With the submission of the "Application for registration", entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series Porsche Club Historic Challenge (block entry).

With the registration, entrant and/or driver undertake to participate in all the qualifying events.

4.2 Entry fees for the season and per event

The registration/entry fees as well as a possible deposit are payable as specified on the "Application for registration". The following registration/entry fees are payable by the participants:

Entry fee for registered drivers: 550.00 €

Entry fee for registered second driver 80.00 € (team-rating)

Entry fee for guest drivers: 650.00 €

Entry fee for guest second driver 100.00 € (team-rating)

Registration fee first driver: 300.00 €

(The rights of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13)

All the accepted participants will receive a written confirmation of their registration.

The series organiser reserves the right to refuse "Applications for registration" with having to give reasons.

4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organiser for the whole season

The participants will get new competition-numbers for every event by the event organiser

5. Licences

5.1 Required grade of licence

a) Drivers

International Series:

- Drivers holding an International entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade
- A, B, C, D, C/D-historic,
and valid for the year 2014 who are registered for Porsche Club Historic Challenge and have paid the registration fees are eligible.

b) Entrants

- Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another AS affiliated to the FIA and valid for the year 2015 and have paid the registration fees.

c) Guest drivers

- The Porsche Club Historic Challenge may admit guest drivers with a valid
- International entrant's and driver's licence or
 - National Licence Grade A
 - National Junior-Licence

for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of the relevant Supplementary Event Regulations.

Priority in the acceptance of entries will be given to the registered participants.

d) Age regulations

In accordance with the valid DMSB Licence Regulations

5.2 Conditions for entrants outside their national territory

Foreign competitors/drivers have to present the approval of their own ASN according Art. 3.9.4 of the ISC.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations article 35

6.2 Declaration by the competitor, driver and passenger (=participant) on the exclusion of liability

Participants take part in the event at their own risk (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times). They bear the sole responsibility under civil and criminal law for any damage caused by them.

By submitting their entries, they waive any claims or rights to pursue action for damages in connection with the event against:

- the own participants (barring any other special agreements between the participants),
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC district/regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities' entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or gross negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

With the submission of the entry form, the participants understand that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during an event that is based on the achievement of maximum speeds.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the course, the chief rally doctor, the stewards, the chief medical officer, the DMSB doctors, co-ordination automobile sport (DMSB) and the insurance claims administration.

I agree to the storage, transmission and administration of my personal data in accordance with the DMSB Data Protection Provisions, under consideration of the German Data Protection Act. I have at all times the possibility to request information from the DMSB Data Protection Officer on these data and/or to make use of my right of objection.

The data protection provisions are available under www.dmsb.de and/or from the organiser on-site.

6.3 Disclaimer of the vehicle owner

(Only required, if competitor, driver and passenger are not the owner of the entered car, see specifications above)

I agree with the participation of the vehicle specified on the entry form in the event (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times) and confirm to waive any claims or rights to pursue action for damages in connection with the event against

- the own participants and assistants,
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC district/regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities' entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or gross negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

7. Events

7.1 Calendar of events (provisional calendar possibly)

10. – 12.04.2015	Hockenheim Preis der Stadt Stuttgart
08. – 10.05.2015	Oschersleben Preis der Stadt Magdeburg
05. – 07.06.2015	Nürburgring Historic Trophy
26. – 28.06.2015	Spa Summer Classic
24. – 26.07.2015	Hockenheim Porsche Club Days
04. – 06.09.2015	Dijon AvD Race Weekend
25. – 27.09.2015	A1 Ring

*provisional calendar

7.2 Eligible cars and maximum number of cars authorised

Eligible to participate in the Porsche Club Historic Challenge are only vehicles which fully comply with the technical prescriptions in these Regulations.

Eligible cars and division into classes

Class 1: Porsche 944 Turbo, Porsche 964, Porsche 993

Class 2: Porsche 924, Porsche 924S, Porsche 944, Porsche 911

Class 3: Porsche 944 S, S2, Porsche 968, Porsche 928, Porsche 911 up to 2400 cm³

Class 4: Porsche - vehicles up to 3600 cm³

Class 5: Porsche - vehicles up to 3800 cm³

Class 6: Porsche - vehicles over 3800 cm³

Class 8: Porsche 996 GT3 Cup

Class 9: Porsche 997 GT3 Cup pos 2009

Class 10: Porsche 996 GT3 Cup, Porsche 996 GT3 R/RS/RSR, Porsche 997

See also Part 2 Technical Regulations Article 1.1

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

7.3 Running of the events

a) Practice

timed practice sessions/s of 25 Minutes are scheduled for each event.

Each driver must complete at least 3 timed practice lap/s. Failure to provide evidence may result in the non-admission to start.

b) Qualification

N/A

c) Starting modes

The races will be started as follows:

Flying start (Indianapolis start)

Standing start with staggered formation (GP start)

d) Races

The races (two per event) will run over the distance of 30 minutes + 0 lap/s.

The finish line applies both to the track and to the pit lane.

8. Classification

8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 70 % of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance = full points

At least 50% of the scheduled distance = half points

Less than 50% of the scheduled distance = no points

A classification will only be established if at least 1 cars have taken the start to the race in the corresponding class.

The following points will be awarded for the races:

1.Position	20 points	7.position	7 points
2.Position	17 points	8.position	5 points
3.Position	15 points	9.position	4 points
4.Position	13 points	10.position	3 points
5.Position	11 points	11.position	2 points
6.Position	9 points	12.position	1 point

Additional points: Bonus points 0.2 per starter in the class.

Team-Rating: Each driver has to take part at one timed practice and at one race. If two drivers share one car during an event each driver will score points for two races.

All the results achieved in the qualifying races will be taken into consideration for the classification established at the end of the year. There are no void results.

1 result will not be considered for the final classification

8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

9. Private practice and testing

9.1 General conditions

N/A

9.2 Authorised period(s)

N/A

10. Administrative checks

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- ASN confirmation, if applicable
- Medical aptitude form

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers meeting/briefing

- The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event
- An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of Euro (without any particular penalty-procedure)

11. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- Technical passport or registration document/*motor vehicle registration certificate Part I*
- Technical passport
- Registration document *or motor vehicle registration certificate Part I*
- Copy of the vehicle title *or motor vehicle registration certificate Part II*
- Homologation Form, group CGT and GT2
- Copy with extract of G vehicle list
- Certificate for rollover structure

11.1 Repair, sealing and marking of vehicle parts

N/A

11.2 Scrutineering before the start and final scrutineering: Place and timetable

See Supplementary Regulations

12. Fuel

12.1 Type of fuel and single fuel

See Technical Regulations Art. 1.12

12.2 Fuel controls

Fuel samples may be taken by the scrutineers at any time during an event. The DMSB guidelines are applicable for taking fuel samples.

13. Refuelling

13.1 Refuelling installations and control

See Supplementary Regulations

14. Practice sessions

See Art. 7.3a) and event timetable

15. Free practice

See Art. 7.3 a)

16. Qualifying practice/Timed practice

See Art. 7.3 a)

17. Race

17.1 Use of wet-weather tyres

Detailed in the relevant Supplementary Event Regulations and in Part 2 Technical Regulations article 2.3

17.2 Maximum number of persons working on a car and safety equipment

See Supplementary Regulations

17.3 Pit stop safety and competitor's responsibility when starting from the pit area

See Supplementary Regulations

18. Title, prize money and trophies

18.1 Title overall winner

The title

Porsche Club Historic Challenge Champion 2015

will be awarded to the driver who has scored the highest number of points after all the qualifying events of the Porsche Club Historic Challenge.

18.2 Prize money and trophies

Trophies are awarded to at least 40% of starters

19. Advertising

19.1 Advertising on the driver's equipment

- There is no compulsory advertising to be placed on the driver's equipment.
- The following advertising prescriptions are mandatory for the driver's equipment
- see attachment

19.2 Advertising and start number on the race car *(see Technical Regulations Art. 1.10)*

ATTENTION: Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

20. Protests and appeals

The FIA International Sporting Code as well as, for series which are not international, the DMSB Legal System and Code of Procedure are applicable.

Protest fee:

International licence sport: 500 €

International appeal fee against sports-court-decisions (DMSB) 1,500 €

International appeal fee (FIA) 6,000 €
plus DMSB-fee for international appeal 3,000 €

(Protest and appeal fees are exempt from VAT)

21. Exclusion of jurisdiction of a court and limitation of liability

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

22. Acceptance of the regulations

With the signature on the “Application for registration” each entrant and driver of the PCHC - Porsche Club Historic Challenge confirms the acceptance of these regulations as a whole, including the DMSB provisions and the FIA International Sporting Code and appendices.

23. Place of jurisdiction

As far as there is no exclusion of jurisdiction and claims against the AvD Historic Race Cup are asserted und a jurisdiction clause pursuant to § 38 ZPO is admissible, 70771 Echterding is herewith agreed as place of jurisdiction.

24. TV rights/ Advertising and television rights

N/A

25. Specific regulations

- The Specific Series Regulations are published in the attachment
- There are no additional Specific Series Regulations.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

Eligible Cars

Class 1

- Porsche 944 Turbo vehicles according to Porsche 944 Turbo Cup regulation 1989
- Porsche 964 vehicles according to Porsche Carrera Cup regulation 1994
- Porsche 993 vehicles according to Porsche Carrera Cup regulation 1997

Class 2

- Porsche 924 vehicles up to 2000 cm³ with normal aspirated engines according to DMSB group H regulations
- Porsche 924S and Porsche 944 vehicles up to 2500 cm³ with normal aspirated engines according to DMSB group H regulations
- Porsche 911 vehicles up to 2000 cm³ with normal aspirated engines according to DMSB group CGT regulations

Class 3

- Porsche 944 S vehicles up to 2500 cm³ with normal aspirated engines according to DMSB group H regulations
- Porsche 944 S2 vehicles up to 3000 cm³ with normal aspirated engines according to DMSB group H regulations
- Porsche 968 vehicles up to 3000 cm³ with normal aspirated engines according to DMSB group H regulations
- Porsche 928 S/GT/GTS vehicles up to 5400 cm³ with normal aspirated engines according to DMSB group H regulations
- Porsche 911 vehicles up to 2400 cm³ with normal aspirated engines according to DMSB group CGT regulations

Class 4

- Porsche- vehicles up to 3600 cm³ and year of construction up to 1998 according to DMSB group H regulations

Class 5

- Porsche- vehicles over 3600 cm³ and up to 3800 cm³ and year of construction up to 1998 according to DMSB group H regulations

Class 6

- Porsche- vehicles over 3800 cm³ and year of construction up to 1998 according to DMSB group H regulations

Class 8

- Porsche 996 GT3 Cup vehicles according Porsche Carrera Cup regulation 2005

Class 9

- Porsche 997 GT3 Cup vehicles according Porsche Carrera Cup regulation 2009

Class 10

- Porsche 996 GT3 Cup vehicles according to Article 257 of appendix J 2005.
- Porsche 996 GT3 R/RS/RSR vehicles according to Article 257 of appendix J 2005.
- Porsche 997 vehicles according to Article 257 of appendix J 2005.

1.2 Principles of the Technical Regulations in conformity with

- Art. 257 of the Appendix J 2005 (FIA ISC), Class 10
- Technical regulations for DMSB group/s: H and CGT, Class 2, 3, 4, 5, 6
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- These Technical Regulations, class
- Porsche 944 Turbo Cup regulation 1989, class 1
- Porsche Carrera Cup regulation 1994, class 1
- Porsche Carrera Cup regulation 1997, class 1
- Porsche Carrera Cup regulation 2005, class 8
- Porsche Carrera Cup regulation 2009, class 9

1.3 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet:

- in compliance with the DMSB regulations
- in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the head restraint (e.g. HANS) is:

- recommended
- compulsory

DMSB Note: Since **01.01.2010**, the use of a head restraint (e.g. HANS) is mandatory for all drivers in circuit races and performance tests (exclusive of Appendix K).

1.5 General, Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

1.6 Minimum weights and ballast

(Weight, determination, reference scales if applicable, attachment of ballast)

Class 1

Porsche 944 Turbo Cup: 1100 kg
Porsche Carrera Cup (Modell 964): 1120 kg
Porsche Carrera Cup (Modell 993): 1120 kg

Class 2

Porsche 924 up to 2000 cm³: 900 kg
Porsche 924S and Porsche 944 up to 2500 cm³: 1000 kg
Porsche 911 up to 2000 cm³: according DMSB group CGT

Class 3

Porsche 944 S up to 2500 cm³: 1040 kg
Porsche 944 S2 up to 3000 cm³: 1060 kg
Porsche 968 up to 3000 cm³: 1080 kg
Porsche 928 S/GT/GTS up to 5400 cm³: 1400 kg
Porsche 911 up to 2400 cm³: according DMSB group CGT

Class 4

Porsche 911 up to 3600 cm³: 1060 kg

Class 5

Porsche 911 up to 3800 cm³: 1090 kg

Class 6

Porsche 911 over 3800 cm³: 1120 kg
Porsche 924 Turbo and Porsche 944 Turbo: 1150 kg

Class 8

Porsche 996 GT3 Cup up to year of construction 2005 1140 Kg

Class 9

Porsche 997 GT3 Cup up to year of construction 2009 1140 Kg

Class 10

Porsche 996 Cup up to year of construction 2005: 1200 kg
Porsche 911 GT3/R/RS/RSR up to year of construction 2005: 1250 kg
Porsche 997 up to year of construction 2009: 1250 kg

The weight of vehicles in group CTC is determined according to the appropriate appendix J to ISC.

For all other vehicles: The minimum weights specified must be adhered to throughout the event, even after crossing the finish line.

The vehicle weight is determined without occupants, without filling or draining of fuel and other liquids.

The installation of ballast is allowed. It must be solid and be bolted to the floor of the passenger compartment or trunk.

1.7 Equivalence formula for supercharged engines

The equivalence formula is (classes 1 and 6 only):

- Vehicles with turbocharger (Otto engine): 1,7
- Vehicles with mechanically driven charger (e.g. type G mechanical compressor):
- Diesel cars with turbocharger:

1.8 Exhaust prescriptions

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

- The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.
- The cars must be equipped with a single catalytic converter with the following specifications:
- The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars).

1.9 Noise regulations

The maximum permitted noise limits are 132 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the:

- DMSB short distance measuring method (in addition to the pass-by measuring method)
- DMSB pass-by measuring method (mandatory for all circuit events)

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

1.10 Advertising prescriptions and start numbers on the vehicles

The current FIA/DMSB prescriptions for start number and for advertising on the vehicles (see DMSB Yearbook, blue part) must be respected.

- There are no special advertising prescriptions issued by the series organiser.
- Under consideration of the FIA/DMSB prescriptions for start number and advertising on the vehicles, the following advertising is compulsory on the race car. (See also attachment to these Regulations).

1.11 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 259.14.2.1
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9
- Towing-eye/device in compliance with Art. 253.10
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 259.16.6
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277*
- In compliance with the Appendix K to the ISC*

1.12 Fuel and single fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228, or Diesel fuel in compliance with Art. 252.9 and DIN EN 590. Any additive other than air or lubricant for two-stroke engines is prohibited.

The following single fuel must be used:

N/A

1.13 Technical definitions

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the “General regulations, definitions and clarifications to the Technical Regulations” (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

2. Specific technical regulations

2.1 General

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

2.2 Engine

Class 10: An air restrictor with max Ø 30.3 mm internal diameter is mandatory.

2.2.1 – 2.3:

N/A

2.4 Braking System

Classes 9: It is allowed to fit the original Porsche ABS System to the vehicle.

2.5 – 2.6:

N/A

2.7 Wheels (Flange + rim) and tyres

All classes: Only Michelin and Avon tyres, supplied by Knüttel company, are permitted

Class 11: The maximum rim width is 12 inches

Part 3 Attachments/Drawings

N/A