

SCHEDULE PC[©]

Pirelli Porsche Race Championship Technical Regulations 2017 - 2018

PREAMBLE

Any Porsche car is eligible for the Championship, must be registered as a specific model (including the year of manufacture) and must use the original chassis of that model. However any engine and transmission of a Porsche car may be fitted to that chassis.

All Competitors shall understand that if the provisions detailed herein after do not clearly specify a modification, it will be understood that it is not permitted. If in doubt as to any technical regulation a written inquiry shall be made to the Championship Scrutineer for clarification.

COMPETITOR RECORD OF AMENDMENTS ISSUED TO THIS SCHEDULE

Use this table to keep a record of all official 'Manual / Championship Amendments' issued during the season relative to this Schedule;

Amendment Number	Issue/Effective date	Regulation reference	Subject / Notes

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1 This Schedule shall be read in its entirety and shall take precedence over Appendix 2 Schedule A of the 'National Sporting Code' excepting where an item is not specifically covered within Schedule PC, in which case Appendix Two Schedule A will apply.
- 1.2 It is the responsibility of each competitor to satisfy the appointed Scrutineers and the Stewards of the Meeting that their car complies with these technical regulations in their entirety at all times during an Event.
- 1.3 All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.
- 1.4 All cars competing in Events to which these regulations apply shall have a valid MotorSport NZ logbook.
- 1.5 **TECHNICAL ELIGIBILITY AND SAFETY EQUIPMENT ENQUIRY:** Where any doubt may exist in understanding any regulation contained within this Schedule it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:
- (1) The Championship Scrutineer, as detailed in the Championship Articles, then to
 - (2) The MotorSport NZ Technical Manager
- All enquiries should detail the Article in question and the specific subject matter.
 - A written reply will always be given to a written enquiry.
 - On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.
- 1.6 Any changes to vehicle specifications as noted in the registration must be advised in writing to the Championship Coordinator at least seven(7) days prior to the meeting at which the proposed change would apply. Failure to do so may result in penalties as per Schedule P.

2.0 DEFINITIONS

- 2.1 Definition of terms used within this Schedule shall be referenced from the National Sporting Code, Appendix Two Schedule A, and as detailed below:
- 'MotorSport NZ'** or **'MSNZ'** means MotorSport New Zealand Inc, and
- 'Cup Cars'** means Manufacturer produced models for European Cup Race Series; and
- 'CS'** means the Championship Scrutineer; and
- 'Manufacturer'** means Porsche AG Stuttgart; and
- 'National Sporting Code'** or **'NSC'** means the National Sporting Code issued by MotorSport NZ from time to time; and
- 'OEM'** means Original Equipment Manufacturer; and
- 'Original'** means the factory fitted part for that make, model and year, and

'Parc Fermé' means the secure place to which Competitors are obliged to take their Cars as provided for in the Supplementary Regulations of the Meeting; and

'Porsche Production Vehicle' means a car manufactured by the Manufacturer, bearing a chassis number and engine number from the Manufacturer; and

'Race Committee' means the Race Committee of the Porsche Club of New Zealand, being 'the Club'; and

'Race trim' means the condition the car competes in and includes the driver, all safety items, all vehicle fluids and any ballast necessary to maintain weight compliance; and

'Rule', 'Rules' or 'Technical Regulations' means the current Technical Rules and Regulations as amended from time to time; and

'Round' means the race meeting at which Drivers may score points towards the Championship.

'Standard' means the component/s as originally optioned or fitted to the model and type of car by the manufacturer at the time of the initial sale.

3.0 ELIGIBLE VEHICLES

3.1 Eligible vehicles: Authorised to take part in competition under these regulations shall be:

- (1) **Open Class:** Being any Porsche model car that does not comply with the requirements of the individual Classes A through E below.
- (2) **Class A:** Being Porsche model 991.1 GT3 Cup cars (MY2014-16) in compliance with Schedule PC.
- (3) **Class B:** Being Porsche model 997.1 (MY2006-09) and 997.2 (MY2010-13) GT3 Cup cars in compliance with Schedule PC.
- (4) **Class C:** Being Porsche model 996 GT3 Cup and Cayman GT4 Clubsport cars in compliance with Schedule PC.
- (5) **Class D:** Being Porsche model 964 (Cup, RS and replicas thereof), Cayman (excluding GT4 Clubsport), Boxster (3.2 and 3.4 litre engine) and 928 cars, and forced induction models of 944 and 968 cars, in compliance with Schedule PC.
- (6) **Class E:** Being Porsche 924, 944 (all naturally aspirated models), and pre-964 model 911 cars, in accordance with Schedule PC.

3.2 All vehicles must retain the Manufacturer's original chassis, and utilise an engine and transmission originally manufactured by the Manufacturer.

4.0 SAFETY EQUIPMENT REQUIREMENTS

4.1 The following safety equipment **shall** be fitted to the competing car:

4.1.1 Safety cages complying with MotorSport NZ Regulations are mandatory for all cars competing under this Schedule. These safety cages must be homologated by MotorSport NZ.

4.1.2 A competition seat, a safety harness, and a hand held fire extinguisher shall be installed, in full compliance with Schedule A.

- 4.2 The following safety equipment **may** be fitted to the competing car:
- 4.2.1 In the interests of driver safety side intrusion bar/s that extend into the inner door shell are authorised. Where installation of side intrusion interferes with the series production windows and mechanisms, door glass may be replaced with plastic glazing in compliance with Schedule A.
- 4.3 The wearing of a **FHR** as detailed in Schedule A, Article 4.2 is **HIGHLY RECOMMENDED**.

5.0 RACING WEIGHT

- 5.1 **Minimum Racing Weight:**
- (1) **Class E:** The minimum racing weight is **1250kg** in race trim.
- 5.2 The racing weight is the complete weight of the car in 'race trim' which may be measured at any time during the competition, on the official weigh scales of the meeting.
- 5.3 Ballast may be used to achieve the racing weight. All ballast shall be securely bolted in a secure position that provides access to and provision for, the application of official seals. These seals may be applied at any time by the appointed Championship Scrutineer or MSNZ Technical Officers.

6.0 BODYSHELL and VEHICLE EXTERIOR

- 6.1 **Open Class: Aerodynamic devices** are free, in compliance with Appendix Two Schedule A.
- 6.2 **Class A:**
- (1) **Aerodynamic devices** are prohibited.
- (2) All bodywork must remain as supplied by the factory. For clarification it is not permissible to alter the rear wheel housing.
- (3) **Rear spoiler:** The position of the rear spoiler profile may be changed within the prescribed adjustment range.
- (4) **Front Spoiler:** One version of front spoiler (closed) is approved for use on the Porsche 911 GT3 Cup (991). Part number 991.505.557.8A
- 6.3 **Class B:**
- (1) **Aerodynamic device** modification is limited to the addition of a Gurney Strip and / or front bumper dive planes.
- (2) All bodywork must remain as supplied by the factory. For clarification it is not permissible to alter the rear wheel housing.
- (3) **Rear spoiler:** The position of the rear spoiler profile may be changed within the prescribed adjustment range.
- (4) **Front Spoiler:** Only Porsche 911 GT3 Cup (Type 997) front spoiler is permitted. Part number 997.505.557.92
- 6.4 **Class C:**
- (1) **Aerodynamic device** modification is limited to the addition of a Gurney Strip only.
- (2) All bodywork must remain as supplied by the factory. For clarification it is not permissible to alter the rear wheel housing.
- (3) **Rear spoiler:** The position of the rear spoiler profile may be changed within the prescribed adjustment range.
- (4) **Front Spoiler:** Only Porsche 911 GT3 Cup (Type 996) front spoiler, part number 996.505.986.91, and Porsche Cayman GT4 Clubsport front spoiler, part number 981.505.525.80, is permitted.

- 6.5 Class D and Class E:**
- (1) **Aerodynamic device** modifications are permitted.
 - (2) **Class D and Class E only:** may have fitted; lightweight front wings, bonnets, doors, bumpers and spoilers to standard profile and of acceptable quality. Side and rear window glass may be replaced with alternative approved material provided the same rubber mouldings/channels are used and the visual appearance is the same as the glass replaced and subject to the approval of a Championship Scrutineer. Any alternative glazing material and installation must comply with Appendix Two Schedule A.
 - (3) **Class D and Class E only:** Air scoops for brake and/or oil cooling may be fitted within standard body panels but not so as to extend beyond normal body lines.
- 6.6** Taping of bodywork gaps, spoilers or any profile is prohibited and all body apertures, gaps and rubber seals must be in place. The removal of auxiliary driving lamps is permitted, provided that apertures are covered with a mesh grille (or blanking panel) and provided that installation and finishing of such is to a high standard. Front lights may have lenses covered or replaced with a suitable material of similar contour.

7.0 VEHICLE INTERIOR

- 7.1** Subject to compliance with Schedule A, the following is authorised;
- (1) All passenger seats may be removed, although where fitted shall be in compliance with Schedule A.
 - (2) All interior trim may be removed and alternative materials used. The interior must be tidy and presentable.
 - (3) Substitute steering wheels are permitted.
 - (4) The Manufacturer's original dashboard shall be retained, although extra gauges are authorised, and modification solely for safety cage installation.

8.0 ENGINE SPECIFICATIONS

- 8.1 Class A:**
- (1) Engine modifications are prohibited, and
 - (2) Standard Engine power may not exceed 460HP, as measured at the flywheel, and
- 8.2 Class B:**
- (1) The engine must respect the model year of the car at all times, unless written approval has been granted by the Championship coordinator. For the avoidance of doubt, a 997.2 engine may not be fitted to a 991.1 car.
 - (2) Engine modifications are prohibited, excepting a "Cup S Camshaft" may be fitted, and
 - (3) Standard Engine power may not exceed 450HP, as measured at the flywheel, and
- 8.3 Class C:**
- (1) Engine modifications are prohibited, and
 - (2) Standard Engine power may not exceed 390HP for 996 model cars and 385HP for GT4 CS cars, as measured at the flywheel, and
- 8.4 Class D:**
- (1) **964, Cayman and Boxster:** Engine modifications are prohibited, and
 - (2) Standard Engine power may not exceed 360HP, as measured at the flywheel, and
 - (3) **Forced induction:** is permitted for 944 and 968 model cars

- 8.5 Class E:**
- (1) Engine modifications are prohibited, and
 - (2) Standard Engine power may not exceed 220HP, as measured at the flywheel.

8.6 Class D and Class E only: Only engines produced by the Manufacturer's may be used, however any eligible engine may be fitted to any eligible vehicle, providing that the replacement engine is located within the confines of the vehicle's original engine compartment.

9.0 FUEL

9.1 The only fuels authorised for use in competing vehicles at any Round of the Championship is as detailed in Appendix Two Schedule A, Article 3.9 Fuel.

9.2 A blend of these fuels is strictly prohibited as are additives of any kind, specification or chemical composition.

9.3 The original fuel tank may be used and must remain in the standard location and comply with the Manufacturer's specification for the registered model. Alternatively, a competition Fuel Cell may be fitted in the original fuel tank location in compliance with Appendix Two Schedule A.

10.0 TRANSMISSION

10.1 Class A:

- (1) Gearbox and / or transmission shall not be modified from original.

10.2 Class B:

- (1) Gearbox and / or transmission shall not be modified from original.
- (2) **Paddle shift** upgrade is permitted
- (3) **Transmission / Differential:**
 - (a) The ramp angles are determined relative to the rotary axis. The resulting locking ratio is a combination of the ramp angles and the combination of the friction discs.
 - (b) The minimum locking torque of the differential measured at the wheel nut with a blocked meshing gear is 60Nm.
 - (c) For MY 06-09 model cars the resulting locking ratio in combination with the friction discs is 40/60%
 - (d) For MY10-13 model cars the ramp angle of the differential lock is 32 degrees \pm 17' (power) and 45 degrees \pm 17' (brake). The resulting locking ratio in combination with the friction discs is 37/52%

10.3 Class C:

- (1) Gearbox and / or transmission shall not be modified from original.
- (2) **Paddle shift and/or sequential shift** upgrades are permitted on 996 model cars.

10.4 Class D:

- (1) Gearbox and / or transmission shall not be modified from original.
- (2) **Paddle shift** upgrade is permitted.

10.5 Class D and E only: Only transmissions produced by the Manufacturer may be used, however any eligible transmission may be fitted to any eligible vehicle, excepting no car may have a greater number of forward gears than offered by the Manufacturer for the model entered. Torque biasing differentials are permitted.

11.0 COOLING SYSTEM

11.1 Class D and E only: Provision for engine and/or gearbox oil cooling within permitted body panels is free, subject to Article 6. Other than air and oil ducting, this does not sanction the use of other artificial cooling measures such as packed dry ice around intercoolers etc. and any such endeavours are prohibited.

12.0 EXHAUST SYSTEM

12.1 Class A:

- (1) **Mufflers:** must remain original.
- (2) Super Cup Exhaust systems are specifically prohibited.
- (3) Exhaust headers may be replaced with Fabspeed headers, model reference number FS.POR.991.RHDR.

12.2 Class B:

- (1) **Mufflers:** must remain original.
- (2) **Exhaust headers** are free.

12.3 Class C:

- (1) **Mufflers:** must remain original.
- (2) **Exhaust headers** are free.

12.4 Class D:

- (1) **Muffler system** modification is permitted.
- (2) **Exhaust headers** are free.

12.5 Class E:

- (1) **Muffler system** modification is permitted.
- (2) **Exhaust headers** are free.

13.0 ECU and ELECTRICAL

13.1 Class A and B:

- (1) The Bosch motronic electronic control unit is the only unit permitted.
- (2) The Bosch motronic electronic control unit including the entire associated wiring loom must be installed with no modification from standard.
- (3) **ECU and Map:** may not be modified, or adjusted from standard.
- (4) The Championship Scrutineer may inspect, reprogram and/or exchange or replace any Bosch electronic control unit. This is to ensure that the status of the program and data is identical for all participating vehicles. Any competing vehicle found with the ECU Map adjusted from standard shall be subject to penalty.

13.2 Class C: ECU and Map: may not be modified, or adjusted from standard.

14.0 SUSPENSION

14.1 Open Class:

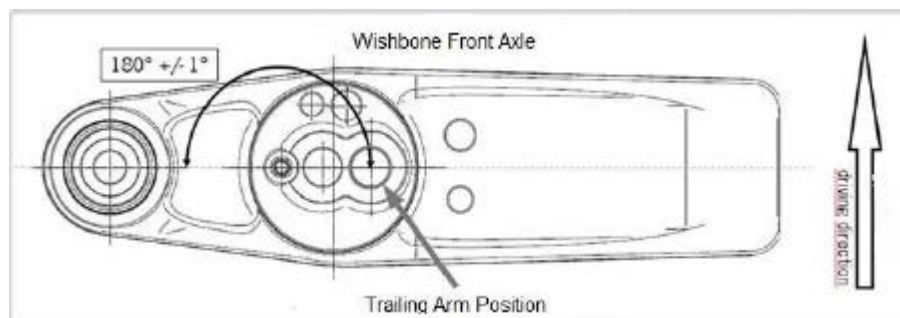
- (1) **Suspension** is free, in compliance with Appendix Two Schedule A, and
- (2) **Ride height** is free.

14.2 Class A:

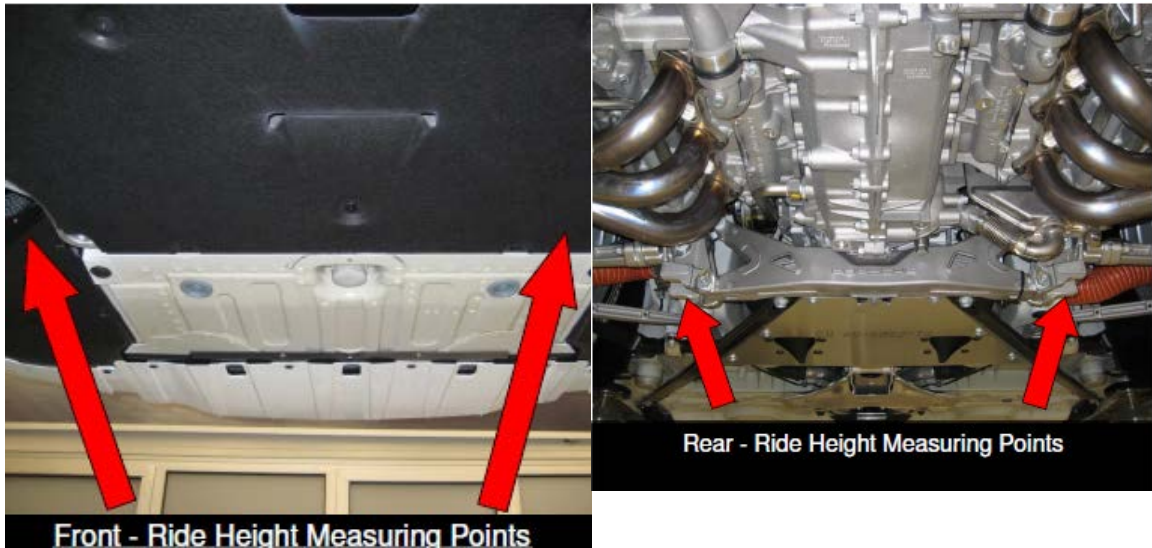
- (1) **Suspension** shall not be modified from original.
- (2) The suspension may be adjusted within the existing tolerances. All original parts, including replacement parts, must be retained in their original fitted location. The maximum permissible thickness of shims on the control arm are:

	Front Axle	Rear Axle
Type 991 (MY14-16)	18mm	15mm

- (3) The diagonal link mounting points on the front control arms must be retained at the factory position (shortest wheelbase). Middle position is not permitted.



- (4) **Dampers and Springs:**
 - (a) Sachs suspension dampers as originally supplied are the only permissible suspension dampers.
 - (b) altering the dynamics of the dampers outside of the provided bump/rebound adjustment range is prohibited.
 - (c) Springs shall be H&R brand, as originally supplied.
- (4) **Ride Height:** It is forbidden to adjust the ride height of a 991.1 GT3 Cup car by altering the static length of the front or rear spring during any Qualifying session. Any competitor found adjusting the ride height during a Qualifying session shall be excluded from that Qualifying session.
 - (a) The minimum ride height of the ready-to-drive vehicle on slick tyres at 2.0bar (29psi) \pm 0.1bar (1.45psi) air pressure must not be less than the specified dimension, as measured at the specific measuring points, at any time during the event.
 - (b) the minimum ride height;
 - front axle = 78mm, and
 - rear axle = 100mm.
 - (c) The measuring points are as detailed below:
 - (i) **Front axle:** mounting bolts (M14x120) of the cross member / bodywork in relation to the reference surface.
 - (ii) **Rear axle:** machined surface on the side section of the rear axle in relation to the reference surface.



- (d) The ride height may be changed within the existing adjustment range.
- (e) The minimum ride height of the vehicle in 'race-trim' shall be checked using the Pirelli Porsche Class Ride Height Tool on the designated flat pad for the event. The ride height tool must be free to move under the measuring points described above.
- (f) The Championship Scrutineer's decision shall be Judge of Fact.
- (g) Each vehicle that records a ride height less than the stipulated minimum shall incur a penalty. The penalty for the first breach shall be exclusion from the results of that session.

14.3 Class B:

- (1) **Suspension** modification from original is permitted.
- (2) There is no restriction for the adjustment of ride height at any time but may not be adjusted by the driver while in the cockpit.

14.4 Class C:

- (1) There is no restriction for the adjustment of ride height at any time but may not be adjusted by the driver while in the cockpit.
- (2) **996 GT3 Cup cars: Suspension** modification from original is permitted.
- (3) **GT4 CS cars: Suspension** modification from original is prohibited.

14.5 Class D: Suspension modification from original is permitted in accordance with Article 14.6 below.

14.6 Class D and E only:

- (1) Adjustment of position and angle within the scope of the Manufacturer's specification fittings will be permitted.
- (2) Shock absorbers and springs are unrestricted subject to their fitting on the original mounting points of the bodyshell.
- (3) may use adjustable spring platforms on the front strut assemblies.
- (4) Any anti-roll bar may be fitted provided it can replace the Manufacturer's anti-roll bar fitted to the car using all mountings as originally intended by the Manufacturer. Such bars may be adjustable. Later model cars may fit earlier model sway bars.
- (5) Replacement of rubber with alternative bushing material is permitted. Spherical bearings may be used.
- (6) Strut braces may be installed.

14.7 Class A – E (inclusive): Cockpit adjustable shock absorbers and sway bars are prohibited.

- 14.8 Anti-Roll Bars:** For Classes A, B and C only, the disconnection of the anti-roll bars is permissible provided no parts are removed from the car. Only the technically available adjustment positions may be used.

15.0 BRAKING SYSTEM

15.1 Open Class:

- (1) Brakes are free, in compliance with Appendix Two Schedule A, and
- (2) **ABS** is permitted.

15.2 Class A:

- (1) **ABS** is permitted.
- (2) **Brake** upgrades are prohibited
- (3) **Brake Pads and Rotors** are free

15.3 Class B:

- (1) **ABS** is permitted.
- (2) **Brake** upgrades are prohibited
- (3) **Brake Pads and Rotors** are free

15.4 Class C:

- (1) **Brake** upgrades are prohibited
- (2) **Brake Pads and Rotors** are free

15.5 Class D:

- (1) **ABS** is permitted.
- (2) **Brake** upgrades are permitted
- (3) **Brake Pads and Rotors** are free

15.6 Class E:

- (1) **ABS** is permitted.
- (2) **Brake** upgrades are permitted
- (3) **Brake Pads and Rotors** are free

16.0 WHEELS

16.1 Open Class:

- (1) Wheels are free, in compliance with Appendix Two Schedule A, and

16.2 Class A:

- (1) only wheels originally fitted to Porsche model 991.1 GT3 Cup cars are permitted.

16.3 Class B:

- (1) After-market wheels may be fitted to the Porsche Model 997.1 and 997.2 GT3 Cup cars provided they respect the original wheel dimensions.

16.4 Class C:

- (1) After-market wheels may be fitted to the Porsche Model 996 GT3 Cup cars provided they respect the original wheel dimensions.
- (2) Non-standard GT4 CS wheels are prohibited.

16.5 Class D:

- (1) After-market wheels may be fitted to the Porsche Model 964, Cayman and Boxster cars provided they respect the original wheel dimensions.

16.6 Class E:

- (1) After-market wheels may be fitted to the Porsche Model 944 and 944S and 911 cars provided they respect the original wheel dimensions.

17.0 TYRES

17.1 Authorised Tyres: Unless detailed below, only the following specified control tyres are authorised for use under this Schedule:

- Pirelli Medium Compound (DM) slick tyres, or
- Pirelli Hard Compound (WH) treaded (wet) tyres.

17.1.1 A competitor may, for a maximum of two(2) Rounds, use slick or wet tyres other than the control tyre specified in Article 17.1 above. Competitors using non-control tyres shall be ineligible for Championship points for those Rounds in which the tyres are used.

17.2 Tyre width must be as per the wheel manufacturer's recommendation for the particular wheel size.

17.3 Tread depth shall comply with Schedule A, Article 4.9.

17.4 Tyres may not be re-grooved, in any shape or form.

17.5 The use of tyre heating / retention devices, tyre treatments & compounds is prohibited.

18.0 TELEMETRY AND DATA RECORDING

18.1 Class A and B:

- (1) The Championship Scrutineer may obtain recorded data from the competing vehicle at any time during the competition. This vehicle data may be used as evidence at any subsequent hearings.
- (2) The use of any laptop / computer connected to the car is forbidden during any Qualifying session or Race, from the time the vehicle enters the assembly area until the vehicle is released from parc fermé.