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Porsche Carrera Cup Asia Regulations 2010

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Porsche Carrera Cup Asia Regulations 2010

This is an important document. All drivers and entrants should read these regulations before completing the relevant entry form. Please contact the Porsche Carrera Cup Asia organisation if you have any questions in relation to these regulations.

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Part A – Sporting Regulations

A.1 ORGANISATION

Porsche Asia Pacific Pte. Ltd. (PAP) in association with Motorsport Asia Ltd. (MAL) with the agreement of the Federation Internationale de l'Automobile (FIA) and the Automobile Association of Malaysia (AAM) will organise the Porsche Carrera Cup Asia (PCCA). The PCCA consists of several races run within the scope of circuit events and is supported and sponsored by the following companies*:

Michelin Asia Pacific Pte. Ltd.
ExxonMobil Asia Pacific Pte. Ltd.
SC Global (Singapore) Pte. Ltd.
Rolex Singapore Pte. Ltd.

*Subject to changes

A.2 JURISDICTION

The conduct and control of the events will be governed by these general regulations.

The cars must comply with the provisions of Part B – Technical Regulations which are an integral part of the present general regulations.

A.2.1 The final text of these sporting regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these sporting regulations.

A.2.2 Further the PCCA is subject to the following provisions:

- Governed by the FIA International Sporting Code and its appendices (the Code)
- All of the National Sporting Authority's (ASN's) further circuit regulations and resolutions of the
- Country that the race is being run in, if not mentioned separately in the PCCA regulations.
- These Sporting and Technical Regulations of Porsche Carrera Cup Asia (these Regulations)
- The Sporting and Technical Bulletins and/or final instructions issued by the Series organizer (MAL and PAP) with the approval of the FIA
- The Supplementary Regulations of the Individual Events
- All drivers, competitors and officials participating in the series undertake, on behalf of themselves, their employees and agents to observe all the above provisions.
- The panel of stewards strictly reserved the right to any comparable powers

(including but not limited to those of a disciplinary nature, i.e. to decide a sanction) under article 141 of the International Sporting Code. No direct right to appeal before the International Court of Appeal.

A.3 RACE CALENDAR (provisional and subject to change)

Date	Circuit, Country	Event	Round(s)
March 13 – 14	Sepang Int. Circuit, Malaysia	–	Test Days
April 16 – 18	Shanghai Int. Circuit, China	Formula 1 Support Race	1 & 2
May 21 – 23	Beijing Goldenport Circuit, China	Porsche Weekend •	3 & 4
June 18 – 20	Zhuhai Int. Circuit, China	Pan Delta Super Racing Festival ■	5 & 6
August 27 – 29	Korea Int. Circuit, Korea	Asian Festival of Speed #*	7 & 8
September 24 – 26	Marina Bay Circuit, Singapore	Formula 1 Support Race	9
October 22 – 24	Shanghai Int. Circuit, China	China Touring Car Championship* ■	10 & 11

* Subject to commercial agreement
Subject to issuance of circuit homologation and license
• Subject to ASN and circuit's approval
■ Subject to ASN's approval

A.4 GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to comply with all the provisions of the FIA International Sporting Code, these Porsche Carrera Cup Asia Regulations.

A.5 ENTRIES

All drivers must hold a current and valid FIA International licence (minimum requirement category "C") valid for the year of competition and where applicable, valid licences and/or authorizations issued by their ASN(s).

They must also be in possession of a current medical certificate of aptitude. License holders qualified for entry must apply for an entry in due time using the official entry form issued by MAL. The completed and duly signed entry form must be sent to:

Motorsport Asia Ltd.
Suite 22-1, Level 22
Menara Pan Global
No.8 Lorong P. Ramlee
50250 Kuala Lumpur
Malaysia
Tel: +603 2026 1680 Fax: +603 2026 1681

By submitting an entry form the entrant is committed to participating in all of the scheduled race meetings. This commitment serves to ensure an appropriate full grid of starters at each race and to enhance the popularity of the PCCA. An entry is only considered binding after being formally acknowledged by MAL. Entries are for a complete season. Single entries for individual events will not be accepted (except for PAP entered VIP/Guest cars).

A.6 CHANGES OF DRIVER

A series registered entrant/driver may nominate a substitute driver during the season provided it is carried out in accordance with the Code and these PCCA regulations. The entrant/driver must notify the PCCA organisers in writing in due time about any such change of driver. The substitute driver must meet the criteria listed under Article A.4 and any such substitution requires approval of the PCCA organisers. A substitute driver will be eligible to receive points and prize money up to and including the 8th race round of the season. Thereafter substitute drivers will be permitted but will not be eligible for points or prize money.

A.7 PCCA B SERIES

The PCCA B title is open only to drivers who are adjudged by the PCCA organisers to be competing in the true "Amateur" spirit. Drivers wishing to be eligible for the B Series must make a written application to the PCCA organizers and submit it along with their series registration. The PCCA organisers will review the application for B status and decide whether to accept it. The criteria applied in making this decision will include the drivers "sporting spirit", past performances, professional profile, age etc.

In the case of a dispute (raised by another driver not from a driver whose application has been rejected) regarding the eligibility of another driver the PCCA organisers can decide to require the judgment of a panel consisting of the following persons: 2 representatives of PAP, the Series Director, the Team Principle and 1 driver chosen at random from the B Series drivers. The decision taken by this panel cannot be appealed and will be confirmed by the PCCA organisers.

Upon registering for the B Series, the driver agrees to accept these terms and conditions. Drivers entered for the B Series will be eligible to score points for both the A and B Series separately.

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

The driver who wins the B Series may apply to remain in the B series however this application is subject to and at the discretion of the PCCA organization. Their decision in this regard cannot be appealed.

A.8 NOMINATIONS

The PCCA organisers will inform the respective promoter about participant nominations. Participants are not allowed to send their nominations directly to the promoter. The PCCA organisers reserve the right to refuse a nomination for individual races. The PCCA organisers reserve the right to allow additional nominations for individual races in accordance with article 74 of the Code. If a nominated entrant is unable to participate he has to declare this in writing to the PCCA organisers no later than 48 hours prior to completion of documentation. Failure to comply with this deadline will be punished.

A.9 PARTICIPATION DEPOSIT

The reimbursement of the Euro 15,000 participation deposit (paid at time of purchase of the car and/or race package) will be effected at the end of the PCCA season providing the entrant has met the listed participation requirements and further does not have any outstanding accounts with Porsche AG, MAL, PAP, the PCCA technical service provider or any of the Series partners. The PCCA organisers will consider on a case-by-case basis the reimbursement of the deposit to entrants who have not fulfilled the participation requirements due to Force Majeure. Failure to participate due to Force Majeure must be made known in writing and substantiated. The deposit can either be returned to the participant by bank transfer or carried forward as the deposit for the following season. Participation requirements are defined in the official PCCA application for entry Part 3: The Deposit; page 4.

A.10 GUEST/VIP DRIVERS

PAP and the entrants have the right to admit or enter guest drivers at the respective race events as long as they comply with the conditions of the participation rules. Participating guest drivers do not receive points for the PCCA driver classification. Guest drivers cannot be included at any time within the driver classification. In the event of limited number of permitted entries for an event, the series registered drivers will have priority. The PCCA organisers may admit the participation of VIP drivers as guest drivers under the PAP entry who are entitled to a starting position if they comply with the regulations governing the respective race. Such participants are however not taken into account within the points classification and prize fund system of the PCCA. The cars entered by PAP have the right to an entry in the same way as the series registered drivers, as above. Cars entered by PAP may differ from the technical regulations for development purposes.

A.11 CARS

The only cars eligible to compete in the PCCA are Porsche 911 GT3 Cup cars

(Model year 2010) belonging to a special series built by Porsche AG (Part C – Vehicle Specification).

The cars must be in full compliance with the technical requirements of these regulations and with Appendix J of the Code. Further, only cars purchased through the participating Porsche dealers together with the mandatory “Participation Package” are eligible except for PAP entered VIP cars.

A.12 OFFICIALS

The following officials will be nominated by the ASN:

The Clerk of the Course.

For each Event PCCA organiser may nominate the following delegates:

- Race Director;
- Technical delegate.

The role of delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

The technical delegate will be responsible for scrutineering and will have full authority over the national Scrutineers.

The Clerk of the Course shall operate in permanent consultation with the Race Director. The Race Director shall have authority over the Clerk of the Course, who shall not issue any orders without the consent of the Race Director in the following areas:

- a) Controlling the Free Practice Session, Qualifying Session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the FIA International Sporting Code and these Regulations;
- b) Stopping a Car in accordance with the provisions of the FIA International Sporting Code and these Regulations;
- c) Stopping the Free Practice Session or Qualifying Session or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons, and the restart procedure after the suspension;
- d) The Starting procedure;
- e) Use of the Safety Car.

A.13 DOCUMENTATION

The entrant/driver must ensure to present a complete set of necessary documents to MAL prior to the deadline for the closing of entries. Failure to comply with this requirement will result in a fine of USD 200 and could result in non-admission to the event.

A.14 SCRUTINEERING

Prior to each event all cars will be inspected and approved by one or several PCCA organiser approved technical scrutineers. It must be ensured that any car presented for technical scrutineering is in technically and optically proper condition. Scrutineering times are to be strictly adhered to. Cars involved in an accident during practice or the race must be re-scrutineered before further participation is permitted. The PCCA organisers reserve the right to submit any car for an additional technical inspection at any time and which can also be at a place other than the event. The entrant/driver must follow the technical scrutineer’s instructions for checking and inspection of the cars. At all times the technical scrutineers have the right to check any technical point of the cars.

The way from the race circuit to the technical scrutineering “Parc Ferme” and car waiting area are subject to “Parc Ferme” regulations. Only those officials charged with supervision may enter the “Parc Ferme”. No intervention of any kind is allowed there unless authorised by such officials.

A.15 RACE NUMBERS

Prior to the first event, the participants who enter the series will be assigned a race number which will remain the same for all races. The race numbers will be drawn on a lottery basis. Requests for specific numbers will not be entertained. Size, design and location of race numbers must be in accordance with Part D – Vehicle Sticker Regulations. Race number 1 is reserved for the PCCA Champion for the whole of the season following his victory (subject to approval by PCCA organisers).

A.16 RACE DISTANCE

The Race distance of all races, from the start signal to the chequered flag, shall be between 40km and 60km and the number of required laps shall be specified in the Additional Supplementary Regulations (ASR) The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the distance is exceeded. The Line is a single line which crosses both the track and the pit lane. Distance to be covered over a maximum racing duration of 30 minutes.

A.17 INCIDENTS

Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director and Clerk of the Course (or noted by the Stewards and referred for investigation) which:

- necessitated the suspension/stopping of a race;
- constituted a breach of these Sporting Regulations, or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director or Clerk of the Course, if a driver or drivers involved in an incident shall be penalised.

If a driver is involved in a collision or incident, he must not leave the circuit without the consent of the Stewards.

If an incident is under investigation by the Stewards, a message will be given to the competitor.

Each driver and team manager must remain available and easily contactable at a meeting until any protest and/or appeal period relating to Porsche Carrera Cup Asia Series has elapsed, failing which, any judicial action against or relating to that driver and/or team may be heard in the absence.

A.18 DRIVING

The driver must drive his car alone and unaided. Overtaking, according to the circumstances, may be carried out either on the right or on the left. However, manoeuvres liable to hinder other drivers such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized.

Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not, and a driver will be judged to have left the track if no part of the car remains in contact with the track.

If during a race a driver overtakes another driver by going off the track or is

deemed to have gained an unfair advantage by going off of the track, a drive through penalty may be imposed and even if this is the driver's first offence.

A.19 BRIEFINGS

Prior to each race, a drivers briefing, and a separate engineers briefing will be held at a time and location notified. Participation in these briefings is compulsory.

Failure to attend or late attendance at the **drivers briefing** will result in a fine of USD 250 payable prior to further participation in the event.

A.20 RACES

The PCCA comprises a series of races, subject to confirmation. If an event has to be cancelled because of Force Majeure, the PCCA organisers reserve the right to reduce or increase the number of races or to define a different event as a replacement. The PCCA organisers reserve the right to modify the racing schedule in accordance with the Code.

A.21 POINTS AND DRIVER CLASSIFICATION

The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of complete laps they have covered, and for those that have completed the same number of laps, the order in which they crossed the line.

The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

In both Series A and B, race drivers will be awarded points according to the following scale:

1st	20 points	6th	10 points	11th	5 points
2nd	18 points	7th	9 points	12th	4 points
3rd	16 points	8th	8 points	13th	3 points
4th	14 points	9th	7 points	14th	2 points
5th	12 points	10th	6 points	15th	1 point

1 additional point will be awarded to the fastest driver in Qualifying, in both Series A and B.

Trophies will be awarded to the drivers who finish in 1st, 2nd and 3rd place in each race for both Series A and B. The PCCA Drivers Championship will be won

by the driver having scored the highest overall combined number of points from all classified 2010 PCCA events.

In the case of a “dead heat”, the drivers will be classified according to the total number of first, second and third places and so on of all classified 2010 PCCA events. If there is still a tie the driver with the best result in the final round will be declared the winner.

If a race is stopped after more than 75% of the race distance, the above mentioned points will be scored.

Guest/VIP drivers will not be eligible for points and will be disregarded for the purpose of calculating points.

Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

A.22 PRIZE FUND CLASSIFICATION

For the Overall Series, cash prizes per race will be awarded as per the following scale:

1st	USD 2500	4th	USD 1000
2nd	USD 1500	5th	USD 750
3rd	USD 1200	6th	USD 500

A trophy will be awarded at the end of the season to the driver classified 1st overall in the B Series.

Payment will be made by PAP at latest by the end of the season. Payment will only be made to series registered drivers/entrants providing they do not have any outstanding accounts with Porsche AG, PAP, MAL, the PCCA technical service provider or any series partner.

A.23 DOUBLE STARTING

It is permissible for drivers competing in other events within the race meeting to compete in the PCCA races.

It is not permissible to participate with the PCCA subscribed car in other than the PCCA races.

A.24 ADVERTISING

Advertising is governed by the general regulations of the Code, the PCCA

regulations, the FOA regulations (for Formula 1 events) and MAL's AFOS event regulations. The advertising regulations must also conform to the laws in force in each of the organising countries.

During practice and races, all competing cars must be fitted with all the compulsory advertising, logos, drivers name, national identification and race number stickers of defined size, type, number and location as defined by these regulations. The definite layout is stipulated in Part D – Vehicle Sticker Regulations. Drivers will also receive fabric badges for their overalls. These badges must be affixed according to Part E – Drivers Overall Badge Regulations.

In addition each car must carry the official series plate as supplied by the PCCA organiser in the interior of the car, of a size and location to be confirmed in a separate bulletin.

Part D and Part E are part of the general regulations. Failure to comply with these regulations could lead to disqualification of the participant. The sticker regulations also define the surface area that can be used for the participants' own advertising. This advertising must maintain a 30 mm distance from race numbers and other stickers.

It is forbidden to carry advertising related to commercial competitors of PCCA series sponsors (i.e. Michelin, Mobil 1) and all sponsorship is subject to prior approval.

A.25 NUMBER OF CARS

Only one single car may be entered per driver at each event. The use of T-Cars/ spare cars is expressly forbidden. Competitors may only compete in the race(s) in the same car as that in which he commenced the start of qualifying.

A.26 GENERAL SAFETY

Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position as directed by the marshals.

A driver who abandons a car must leave it in neutral and with the steering wheel in place. The driver must stay in close proximity to assist with recovery.

Repairs to a car may be carried out only in the paddock, pits and on the grid.

Refueling is allowed only in the pit boxes only.
At no time may a car be reversed in the pit lane under its own power.

During the periods commencing 15 minutes prior to and ending 5 minutes after every practice and the period between the commencements of the formation lap which immediately precedes the race and the time when the last car enters the Parc Ferme. No one is allowed on the track, the Pit Entry or the Pit Exit with the exception of:

- *marshals or other authorized personnel in the execution of their duty;
- *drivers when driving or on foot, having first received permission to do so from an official.

If a driver has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safe to do so.

The car's rear lights must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the Race Director/Clerk of Course to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.

Only team members of participating cars (all of whom shall have been issued with and wearing special identification) are allowed in the signaling area during practice and the race.

The Race Director and the Clerk of Course or Medical Delegate can require a driver to have a medical examination at any time during an event.

A.27 PRACTICE, QUALIFYING, RACE

Testing in a current model of a Porsche 911 GT3 Cup car (please refer to A.9) at any given race circuit is prohibited 21 days prior to a race event being held at the said circuit. The PCCA organisers reserve the right to exclude or impose a financial penalty on any competitor who is found not to have complied with this requirement.

All participants must have qualified during the official timed practice. The participant must set a qualifying time within 130% of the respective class (A or B) pole position time.

If a participant fails to qualify, he may start from the back of the grid with the permission of the Stewards. The admission to the starting grid is defined on the basis of the qualifying results or the organisers' instruction.

No driver may start in the race without taking part in the qualifying session without the express permissions of the Stewards.

The maximum number of starting cars stipulated for the respective event must not be exceeded. In the case of events which include 2 races, the results from

race 1 will set the grid positions for race 2.

Participants who are not classified in the first race will be permitted to start in the second race from the back of the grid. If there are more than one car which are not classified, then the starting position of said cars will be determined by the number of laps completed in the race. In the event a participant did not start in race 1, the participant will be permitted to start race 2 from the back of the grid.

The final decision of the starting grid always lies with the Stewards. The timetable for each event will be issued to competitors prior to the event. There will be at least 2 x 30 minutes untimed practice sessions and 1 x 30 minutes timed session except for support races to the FIA Formula One World Championship where timetables may differ. Exception may have to be made to fix the schedule at selected events.

Should there be no qualifying session due to Force Majeure, the grid position will be based on the result of the last race.

Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the car being driven or pushed back to the pits the following penalty will be imposed:

- during a qualifying session the driver' fastest lap time from that session will be deleted.

The above penalty will not be imposed if a driver, having received assistance, then leaves the car in the Parc Ferme under the control of authorized Technical Delegate, without returning to his pits. No part of a car abandoned in the Parc Ferme or on the track may be used until the car is returned to the garage of the relevant team.

In the event of a driving infringement during practice, the Stewards may delete any number of qualifying times from the driver concerned in this case, a competitor will not be able to appeal against the Steward's decision.

A.28 STARTING PROCEDURES

15 minutes before the time of the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in

starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps. 12 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits provided it reached the pit exit under its own power. If more than one car is affected they must line up in the order in which they reached the pit exit.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

Refueling on the starting grid is forbidden. No refueling is allowed during the race.

The approach of a start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the five minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minute signal must start the race from the back of the grid or the pit lane. Under the circumstances, a marshal holding a yellow flag will prevent this car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.

When the three minute signal is shown, everybody except drivers, officials and team staff must leave the grid.

When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any driver needs assistance after the 15 second signal, he must indicate this to the marshals and when the remainder of the cars able to do so has left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid **may not attempt to start the car** and must follow the instructions of the marshals.

When the green flag is shown, the cars will begin the formation lap with the pole

position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed.

During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the line is not situated in front of pole position, for the purposes of this article only, it will be deemed to be a white line one meter in front of pole position.

A drive-through penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. The whole body shell of the car must be inside the designated grid box. The Grid Marshal will not be responsible to instruct drivers to their grid box. It will be solely the competitor's discretion.

There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the 5 second board will be shown to indicate that the grid is complete. Normally, the time lapse between switching on the red lights and extinguishing them will be between 0.2 and 3 seconds. The Race will be started by extinguishing the red lights.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorized officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

Any car which is unable to maintain starting order during the entire formation must enter the pit lane and start from the pits.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must indicate this to the marshals

and the marshal responsible for that row must immediately wave a yellow flag.

If the start is delayed as a result, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap. The driver concerned may then be pushed by marshals into the pit lane by the fastest route immediately after all cars able to do so have left the grid. The team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane.

Should there be more than one car involved, their new positions at the back of the grid will be determined in accordance with their respective final grid positions.

Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power. If a problem arises when the cars reach the starting grid at the end of the formation lap the following procedure shall apply:

- a) If the race has not been started, a red flag and a “start delayed” board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.
- b) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- c) If, after the start, a car is immobilized on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route.
- d) His mechanics may attempt to start the car in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

A drive-through penalty shall be imposed for the following:

- 1) False Start (either rolling or moving) before the actual Start;
- 2) Speeding in the Pit Lane during Race;
- 3) Failure to be within the Grid Box line at the Start of Race;
- 4) Stopping at the wrong Grid Box at the Start of Race.

Only in the following cases will any variation in the start procedure be allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, a “start delayed” board will be shown on the Line and the starting procedure will begin again at the 15 minute point.
- b) If the start of the race is imminent and, in the opinion of the Race Director, the

volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Race Director may delay the start of the race by showing a “start delayed” board simultaneously with a “10” board with a red background.

This “10” board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten minute period, a “10” board with a green background is shown. The “10” board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the “10” board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e. 5, 3, 1 min, 15 seconds) will be shown, accompanied by an audible warning.

If however, the weather conditions have not improved within ten minutes after the “10” board with the red background was shown, the “10” board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times. At any time when a “10” board (with either a red or green background) is shown, it will be accompanied by an audible warning.

In exceptional circumstances, the Race may be started behind the Safety Car. In this case, at any time before the one minute signal, Safety Car will be placed in front of Grid with orange lights illuminated. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated at the Start Line, the Safety Car will leave the grid with all cars following in grid order no more than 5 cars lengths apart. There will be no formation lap and the race will start when the green lights at the start line illuminated.

The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and driver concerned from the Event.

A.29 SAFETY CAR AND SUSPENDING AND RESUMING A RACE

The decision to use the Safety Car (see Article A.29.1) or to suspend the race (see A.29.2) shall be decided prior to an event and shall be published in the ASR's for each event.

A.29.1 Safety Car

Refer to Article 5, Chapter II of Appendix H of the code.

A.29.2 Suspending a Race

Should it become necessary to suspend the race because the circuit is blocked

by an accident or because weather or other conditions making it dangerous to continue, the Clerk of Course with the consent of Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the line. When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation with the leading car on the track at the front. If the leading car on the track is not at the front of the line any cars between it and the red flag line will be waived off to complete another lap before the race is resumed. A drive-through penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the track to the pit lane once the race has been suspended. However, any car which was in the pit entry or pit lane when the order to suspend the race was given will be permitted to leave the pit lane without incurring a penalty. Depending upon the position of the line relative to the red flag line, any cars involved may leave the pit lane either before the race is resumed or after all cars able to do so have passed the pit exit after the race has been resumed.

The safety car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race;
- refuelling is forbidden;
- only team members and officials will be permitted on the grid.

A.29.3

Resuming a Race

The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors; in all cases, at least ten minutes warning will be given.

Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

When the five minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane. Any car which does not have all its wheels fully fitted at the five minute signal must start the race from the back of the grid or the pit lane. Under these circumstances, a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15-second signal is given taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the

car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

A drive-through penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap, Article 151 of the Code will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

A.30

PIT LANE SPEED LIMIT

A speed limit of 60 km/h will be enforced in the pit lane.

During practice and reconnaissance lap any driver who exceeds the limit will be penalized by a fine of USD 300.

During the race, any driver who exceeds the above speed limit will be penalized by a drive-through penalty.

A.31

PROTESTS

Protests shall be made in accordance with the Code and accompanied by a fee of

USD 500. All protests must be submitted in writing.

A.32 Paddock

The instructions of the PCCA organisers concerning the arrangement of the paddock are to be observed. At all times it is the objective of each team to maintain a clean and professional standard race series appearance. Within the paddock only the official PCCA hospitality & team catering is permitted. Within the scope of Formula 1 events hospitality is only allowed in the Formula One Paddock Club of Allsport Management S.A. The special regulations governing Formula 1 events have to be observed.

A.33 RIGHTS OF THE INVITING PARTY AND THE ORGANISER

The PCCA organisers and the Race Director or Clerk of Course are entitled to carry out any modification to both the invitations for competition and the general regulations that may become necessary as a result of Force Majeure, for reasons of safety, to comply with official directions, or in order to safeguard the equality of chances or appeal of the racing series with the approval of the ASN or the FIA where appropriate. Obvious errors in the regulations can be corrected at any time. Amendments to the regulations can be issued in writing by the PCCA organizers upon agreement with the FIA, the relevant ASN or the responsible Stewards where appropriate. Individual events can be re-scheduled or cancelled.

A.34 EXCLUSION OF ANY RECOURSE TO COURTS OF LAW AND RESTRICTION OF LIABILITY/EXCLUSION OF LIABILITY

Any decision made by the ASN, their judicial authorities, the organisers, Stewards, or the PCCA organisers who act as judges is final and binding and should not be subject to any review or appeal of any kind (whether being judicial, administrative or otherwise).

No claims for damages can be derived from measures taken by Porsche AG/ PAP/MAL/Allsport Management/the promoter/ASN or their authorized representatives, except in the case of damages caused in intentional or grossly negligent ways.

Exclusion of liability is covered by the "Application for Entry" for the PCCA series 2010 and must be signed by entrant and driver.

A.35 ACCEPTANCE OF THE REGULATIONS/WAIVER

Along with the "Application for Entry", the entrants must return the pre-printed agreement and waiver forms.

If the entrant/driver is not the owner of the entered car he must make sure that the actual owner signs the waiver printed on the "Application for Entry". If the waiver is not duly signed by the car owner the driver indemnifies all authorities and persons involved against any liability claims by the owner except in cases of damage caused in an intentional and grossly negligent way.

As far as the participants are concerned, this indemnification clause relates to damages resulting from competition activities (practice, qualifying, race). With view to other persons and authorities, it relates to damages caused within the scope of the event in general.

By signing the "Application for Entry", each entrant and driver participating in the PCCA will be deemed to have accepted the present regulations as well as the ASN's prescriptions, the Code and the specific regulations of the respective organiser.

A.36 PODIUM CEREMONY

The drivers finishing in the 1st, 2nd and 3rd positions in both A and B Series must attend the prize giving ceremony on the podium and abide by the podium procedures set out by the PCCA organisers. The A Series drivers will also be required to attend the post race press conference.

A.37 TECHNICAL REGULATIONS

Part B – Technical Regulations are valid and are an integral part of the present PCCA 2010 regulations.

A.38 RACE SERVICE

The PCCA organisation has appointed EKS as the official technical service provider. EKS will provide technical race service for cars during the race weekend (for practice, qualifying and race). The participant who chooses to use this service must sign a Technical Service Package agreement with EKS directly. The EKS mechanics' working hours will be from 0800-2000 Wednesday to Sunday, unless the schedule of the race weekend requires other hours. Payment for the EKS Technical Service Package is to be made directly to EKS upon signing of agreement.

If additional work/repairs should be required on the car outside of the above mentioned working hours the labour costs will be charged to the competitor at a fixed rate as per the service agreement.

Should Individual teams require additional manpower to be supplied by EKS the labour costs will be charged to the team at a fixed rate as per service agreement.

If a driver is entered under an individual team (approved by PCCA) then the terms and conditions of that team will apply in regard to the above. The team will not bring more than two (2) mechanics per car or three (3) mechanics per two cars. The allocation of pit/paddock passes for the team will be made according to the contractual number of passes allocated by the event organisers per car entry. The team is free to distribute these passes to its team members at their discretion however any additional pass(es) beyond those allocated will be charged separately subject to availability.

Only PCCA authorised technical personnel or PCCA approved team personnel are permitted to carry out repairs on the vehicle. PCCA approved individual teams must comply with all the PCCA technical and sporting regulations.

Both teams using EKS service package and individual teams (not using EKS service package) may appoint additional personnel such as timekeepers/team managers/engineers. Such individuals are not permitted to carry out repair work on the cars however they are permitted to assist in taking tyre temperature/pressure as well as downloading and analysing data from the Motec data Logging system. The PCCA organiser should be informed of such persons names and roles

A.39 SPARE PARTS

Spare parts will be supplied exclusively through the PCCA technical service provider at a fixed price. These parts will be issued only for the purpose of repairing/servicing the racing cars and will under no circumstances be supplied to individuals for other use.

If major parts are required, the old part will be returned to the PCCA technical service provider and the owner must sign his acceptance and agreement. At the end of each race weekend, the customer will receive an invoice from the PCCA technical service provider for the parts used. It is the owners' responsibility to settle this account prior to the next meeting. Failure to do so will result in the competitor being barred from participating until said account is settled.

Part B – Technical Regulations

B.1 INTRODUCTION

The only cars eligible to compete in the PCCA are Porsche 911 GT3 Cup Cars (model year 2010) belonging to a special series built by Porsche AG (Part C – Vehicle Specification). All cars have to correspond with the following technical

regulations. Technical scrutineering of these cars will be carried out by the technical scrutineer or his/her appointed nominee.

B.2 AUTHORISED MODIFICATIONS AND INSTALLATIONS

Any modifications or deviations not explicitly authorised in the present regulations are prohibited unless Porsche AG releases technical bulletins, allowing or requiring additional modifications and deviations. Allowed modifications may not cause un-allowed modifications.

The only authorised interventions are normal adjustments and maintenance or the replacement of parts damaged through wear or accident. These parts must be replaced by original Porsche parts which are absolutely identical with the damaged components.

Damage to the body panels, paintwork and decals must be repaired as soon as possible after the race to present the car in proper condition for the next race.

All other parts, that are freely available on the market from other companies are forbidden. Also, parts that are manufactured by Porsche for other vehicle groups (Porsche based vehicles) are forbidden for use in the PCCA.

The PCCA technical information, technical advice and safety guideline circulars are to be strictly observed.

B.3 SAFETY EQUIPMENT

The cars are subject to current FIA Group N safety regulations.
Exception: Article 253.11, door safety nets.
In addition, the following applies:

B.3.1 The Welded-in Roll Cage

The welded-in roll cage (DMSB certificate no. 23 – 24/67 – S model year 2008) is mandatory and may not be changed.

B.3.2 Fire Extinguisher

A standard fire extinguisher system is fitted to the car which meets the provisions of the current FIA International Sporting Code Appendix J, Art. 253. The position of the fire extinguisher defined by Porsche AG may not be changed.

B.3.3 Towing Eyes

The towing eyes supplied with the car must be properly mounted and marked during the practice sessions and the race. Car equipment must correspond with the valid FIA/DMSB regulations

B.3.4 Safety Belt
The FIA homologated 6-point safety harness, as supplied with the car is compulsory and may not be changed. For model year 2010 the harness is designed to be used exclusively with suitable head and neck restraint system (HANS) device.

B.3.5 Head Restraint
The use of the HANS device is compulsory. The HANS device must be worn only with a compatible helmet appearing in Technical List no. 29. Drivers are strongly recommended to use helmets with tether-anchorage fitted by the manufacturer as original equipment. These helmets are identified by a glossy silver holographic FIA label as illustrated in FIA Technical List no. 29 – Figure 1. It is also strongly recommended to use homologated tethers which are identified by an FIA 8858-2002 label sewn on them.

B.4 ENGINE
The engine is a modified 3.8 litre unit from the 911 GT3. The engine has been set up to run on unleaded 98-octane fuel (Super Plus). Before delivery of the cars, all engines will be sealed. Under no circumstances may a car take part in training, qualifying or races with an engine without a seal or a damaged seal. In the case of a non-scheduled repair, the repair has to be reported to Porsche AG.

Non-scheduled repairs are:

- Exceptional cylinder pressure loss;
- Engine fluid leaks;
- Performance defects;
- Engine was over-revved;
- Overheating of the engine through damage to the cooler, damaged ducting, etc.;
- Servicing of the engine during the season due to a high running time;
- Damages through an accident.

B.5 SUSPENSION
Suspension adjustments may only be changed within the limits of the existing adjustment range. All original parts must be retained. The maximum allowed camber shim plates fitted to the front and rear axle control arms are:
Front axle: 13 mm
Rear axle: 13 mm

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

B.5.1 Dampers/Springs
It is not allowed to use any other than the original factory installed dampers and spring units. Any type of change is prohibited.

B.5.2 Ride Height
The ride height of the ready to drive vehicle (including driver on board and slick tyres with 1.5 +/- 0.1 bar pressure) may not, at the pre-determined measurement points go below the minimum ride height at any time during the event. The measurement positions are as depicted in the attachment - minimum ground clearance - on page 35.

Front axle: 68 mm from the front suspension crossmember mounting bolts (M14 x 120) complete with 8 mm spacer (washer) to the prescribed measuring surface.
Rear Axle: 112 mm from the machined surface on the side of the rear suspension to the prescribed measuring surface.

PCCA/MAL will designate a flat floor area for the specific purpose of checking the ride height.

Checking will be done only in this designated area by the PCCA technical scrutineer by means of templates.

Adjustments to ride height during qualifying is strictly forbidden.

B.5.3 Anti-Roll Bar
It is permitted to disconnect the anti-roll bars, on condition that no parts are removed. The anti-roll bars may be adjusted using the given range of adjustment.

B.6 CAR INTERIOR

B.6.1 Steering Wheel
Only the standard installed OMP steering wheel is permitted.

B.6.2 Hub Extensions
Differing OMP hub extensions may be used. The standard steering column adjustment may be used.

B.6.3 Seat
The original seat may only be replaced with the larger OMP seat. Additional individual adjustments may be made by adding or removing seat cushion padding. The original seat mountings must be retained.

B.6.4 Interior Ventilation
Improved ventilation system with flexible air hose for driver is installed. Further modifications are not permitted unless approved by the PCCA organiser.

B.6.5 Cool Suits
Cool suits including installation of container and pump is permitted. The Cool Box (container) must be fitted in the passenger seat compartment well and Cool Suits must comply with FIA Standards.

B.7 CAR RACING WEIGHT

In running condition, the minimum weight of the car, without driver, must be 1,170 kg at all times during the event.

B.8 MISCELLANEOUS

B.8.1 Rear Wing

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

B.8.2 Fuel

The only fuel authorised is fuel that is made available by a supplier chosen by the PCCA organiser.

For each event, a different supplier may be nominated (fuel station, tank truck, etc.).

Porsche is authorised to take fuel samples from all participating cars at any time of the event.

The samples taken from the competition car tank must be identical with the fuel dispensed from the aforementioned fuel supply.

No additives whatsoever are allowed.

Altering the temperature of the fuel by any means is strictly forbidden.

Refuelling during the practice and qualifying sessions and the race is prohibited.

B.8.3 Lubricant

Mobil 1 0W40 engine oil is compulsory. No additives whatsoever are allowed.

B.8.4 Transmission

It is recommended to drain the transmission oil after running in and off refill. "Mobilube" gearbox oil is compulsory. No additives whatsoever are allowed. For the Porsche 911 GT3 Cup, special components are used, which are not available through the Porsche dealer network and must be ordered through the PCCA technical service provider.

B.8.5 Engine Control Unit (ECU)

During the whole of the race event for practice, qualifying and races, the only specifically coded and sealed Motronic engine control units may be used.

The addition of any type of component or changes to the wiring loom etc. is forbidden. The PCCA organiser and the technical scrutineers have the right to check and/or exchange the Motronic engine control units and/or to install an engine data recording system at any time during the event.

B.8.6 Tyres

For practice, qualifying and races, the only tyres permitted are the Michelin tyre variants released for the racing series. The tyres are to be obtained from Michelin at the race meeting.

Tyre allocation for each race event is a maximum of 3 sets: 6 front and 6 rear slick tyres. There is no restriction on the number of 'wets'.

Practice

Only marked tyres from the previous race event will be used for practice.

Tyre nomination

Tyres are to be nominated no later than the end of last practice and marked prior to qualifying. (6 fronts 6 rears)

Qualifying and race

Tyres may be mounted on rims at any time prior to qualifying, but will be retained by Michelin or placed in Parc Ferme until after the last practice session.

It is permitted to use the used tyres from the previous event for the practices. Only the tyres marked for a particular competitor may be used by that competitor. There is no limit on number of rain tyres that can be marked.

First race of the season

It is permitted to purchase 4 new sets of tyres which will be marked and are for use for the whole of the event from first free practice. New or used tyres from the test days are permitted but they will be marked and considered part of the overall quantity of the 4 sets allowed for the event.

Tyres will be issued and invoiced to competitors directly at each meeting by Michelin at a fixed price. It is the competitors' responsibility to settle his account with Michelin before each race meeting. Failure to do so may result in the competitor being barred from participation in the event until said account is settled.

The tyre pressure is left to the discretion of the participant. However, Michelin's recommendation and instructions should be taken into account. Tyre pressure adjustments on the grid can only be performed by an EKS employee or an appointed personnel of the individual teams. It is only allowed to use atmospheric air as a filling medium.

The pre-heating and every type of chemical and mechanical treatment of tyres is forbidden.

Damaged tyres due to accidents, etc. can only be exchanged with the agreement of Michelin and the PCCA Series Scrutineer. A penalty may apply. All tyres can only be mounted with the bar code facing out.

The re-mounting of tyres or changing the direction of rotation of tyres is not permitted.

B.8.7 Brake Pads

The only brake pads authorised for racing are the brake pads which Porsche offers especially for this racing series. The brake pads must be bought from PCCA technical service provider.

B.8.8 Telemetry, Radio Systems and Data Recording Systems

The use of telemetry and pit to car radio systems is forbidden. The as standard equipment installed Motec dashboard/data logging system is the only system permitted. The Motec unit is matched to the chassis number and may not be changed. It is not permitted to change the Motec software version.

The installation of the factory approved upgrade package of steering and brake sensors is allowed. Installation of such upgrades can only be done by the PCCA technical service provider.

It is the responsibility of the individual driver/team manager/engineer to download and analyse the data of the car. If the driver/team is not in possession of a suitable computer, the PCCA technical team will download and print out the data and give to the individual driver/team manager but are not responsible for the analysis thereof.

The PCCA technical team as well as the PCCA technical scrutineer have the right to download and examine any or all of the data from any car at any time.

The series organiser will provide the master lap trigger at each event. It is not permitted to use individual lap triggers.

B.8.9 Cameras

MAL reserves the right to install in-car cameras in any or all race vehicle for the purpose of providing video footage for the PCCA video/TV production.

Individual competitors may also apply to MAL to fit their own in-car cameras providing the mounting meets the necessary safety requirements. These camera installations will be subject to approval by MAL and the series scrutineer.

No advertising marks, stickers or logos will be permitted to be displayed in front of the in-car cameras without the prior written consent of MAL.

The PCCA organiser shall have the exclusive right to procure the filming of each race and any other part of the event (except for Formula 1 events and Macau GP) for television and/or other media and to license and otherwise exploit rights arising from such filming in their absolute discretion. No car may participate in a race or any other part of the events if it contains an in-car or on-car moving picture device in circumstances where the PCCA organiser has not required or given its prior written consent to the presence and operation of that device.

B.8.10 Noise Limits

The noise limit in force will be the noise limit published in the ASRs for the event.

B.8.11 Additional Remarks

None of the seals or marking applied to the cars by Porsche must be damaged, altered or copied. All authorised modifications must serve the intended purpose only.

Should any dispute arise over the interpretation of the regulations, final decisions of their meaning will be made by the PCCA organisation.

Subject to amendments and supplements (in agreement with the FIA).

Part C – Vehicle Specification

Concept:

Single-seated, near-standard race vehicle based on the 911 GT3 RS II. Generation

Engine:

- Aspirated engine
- Water cooled flat six-cylinder boxer engine with four valves per cylinder
- 3,797 cc; stroke 76.4 mm; bore 102.7 mm diameter
- Max. power: 331 kW (450 hp) at 7,500 rpm
- Max. rpm: 8,500 rpm
- Required fuel quality: 98 octane ROZ, unleaded
- Dry-sump lubrication
- Sequential multi-point fuel injection
- Electronic engine management MS3.1 by Bosch
- Four-stage resonance intake manifold
- Race exhaust system with regulated race catalytic converter
- Twin-branched muffler with centered exhaust pipes
- Standard specifications of the car without front mufflers

Power Train:

- Six-speed sequential dog-type gearbox (G97/63) with active oil cooling and pressure-oil lubrication
- Gear ratios:

ring & pinion gear	8/32	i = 4.000
1st gear	12/38	i = 3.167
2nd gear	15/32	i = 2.133
3rd gear	18/31	i = 1.722
4th gear	23/31	i = 1.348
5th gear	26/29	i = 1.115
6th gear	29/27	i = 0.931
- Limited slip differential 37%/52%
- Single-mass flywheel
- Race clutch (5½" triple-disc sintered-metal clutch)

- Hydraulic clutch centre-release mechanism
- Oil-water heat exchanger

Bodywork:

- Weight optimized, widened body shell based on 911 GT3 RS II. generation
- Enlarged rear wheelhouses for tyre sizes of 690 mm diameter
- Aerodynamically optimised front splitter
- Optimized ventilation for drivers through air inlet in front bonnet
- CFC doors with window frame and plastic rear-view mirrors
- CFC rear lid with integrated third brake light
- CFC rear wing adjustable
- Synthetic rear centre compartment
- Modified, synthetic rear body panels
- Polycarbonate rear window, rear side windows and door windows
- Build-in air jack system
- Welded-in roll cage according to DMSB regulations
- Racing seat (driver side only) with fire retardant upholstery
- Six-point seat belt, optimized for use with HANS
- Removable steering wheel with quick-release coupling
- Electric fire extinguishing system with electrical release device
- 90 litre fuel tank, returnless fuel with 5 bar fuel-pressure regulator

Suspension:

Front Axle:

- McPherson strut-type axle, height-adjustable
- Front axle wheel suspension with twin-clamp system
- Double coil springs with race setup (main spring and helper spring)
- Sachs gas pressure shock absorbers
- Front axle control arm with six-point-suspension
- Two-piece lower control arms for camber adjustment
- Longitudinal control arm
- Double-blade-type anti-roll bar, seven setting options per side
- Forged supporting mounts with Unibal
- Reinforced, continuously variable rear axle track rod
- Power steering with electro-hydraulic pressure feed
- Modified steering-column assembly (adjustable in height and length)

Rear Axle:

- Multilink rear suspension with solidly mounted subframe
- Suspension struts height-adjustable
- Modified wheel suspension
- Double coil springs with race setup (main spring and helper spring)
- Sachs gas pressure shock absorbers
- Modified axle side parts
- Two-piece lower control arms for camber adjustment
- Unibal - suspended control arm (top)
- Longitudinal control arm

- Double-blade-type anti-roll bar, seven setting options per side
- Reinforced, continuously variable rear axle track rod

Brake System:

2 independent brake circuits, adjustable via break balance system and 2 master brake cylinders

Front Axle:

- Aluminium six-piston calipers, in red
- Steel brake discs (compound molding) internally vented, 380 mm diameter
- Special race brake pads without wear indicator (P50)
- Optimized ventilation routing

Rear Axle:

- Aluminium four-piston calipers, in red
- Steel brake discs (compound molding) internally vented, 355 mm diameter
- Special race brake pads without wear indicator (P50)
- Optimized ventilation routing

Rims/Tyres:

Front Axle:

- Three-piece BBS centre-lock aluminium rims 9.5J x 18 ET 37
- Michelin rain tyres, size 24/64-18

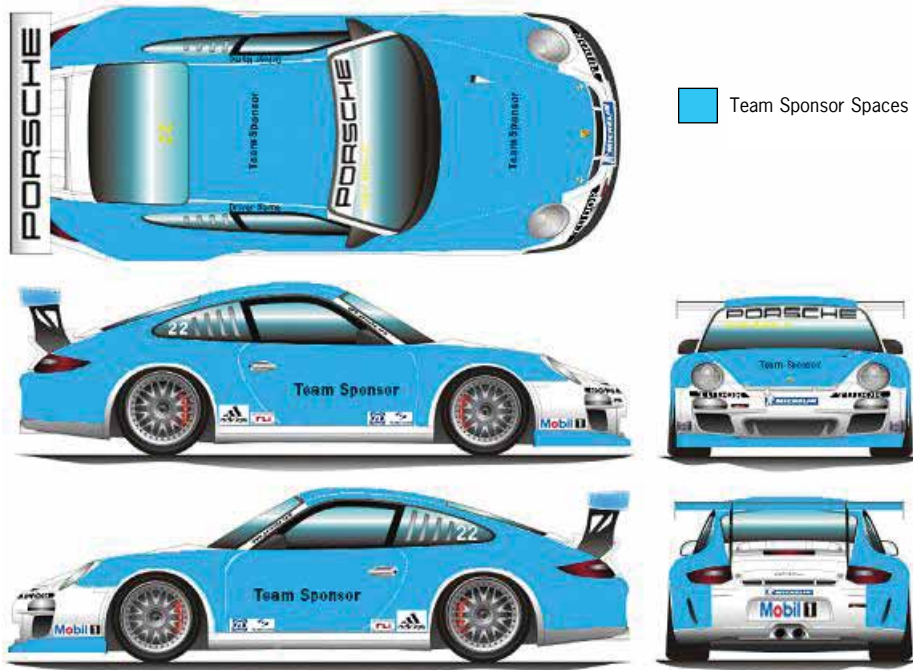
Rear Axle:

- Three-piece BBS centre-lock aluminium rims 12J x 18 ET 30
- Michelin rain tyres, size 27/68-18

Electrics:

- Motec Dashboard ADL2 with integrated data recording, 1 MB main memory
- Battery: 12 V, 50 Ah
- Generator 150 A
- Error detection
- H7 main headlight and daytime running light
- Rear lights in LED-technology

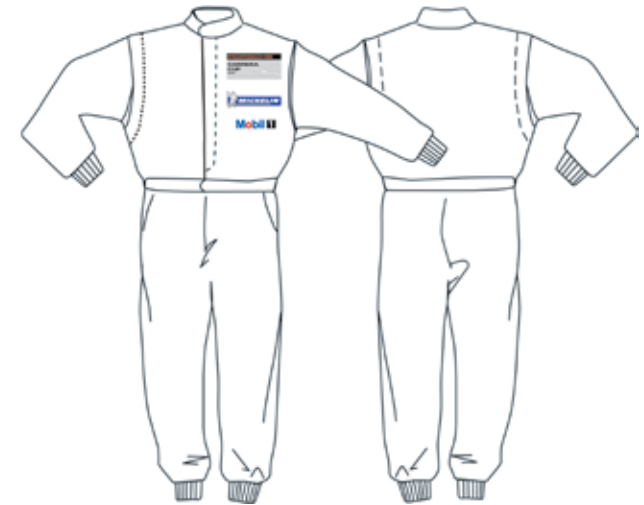
Part D – Vehicle Sticker Regulations



Note: Rear wing plates are not available for the Singapore leg 2010, Sept. 24 - 26.

Part E – Drivers Overall Badge Regulations

Version 1



Version 2

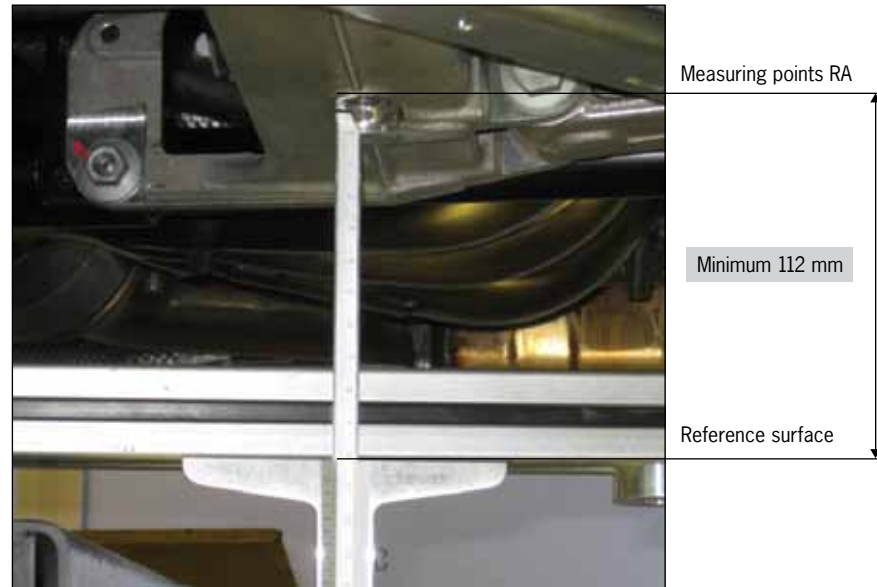


Each team entered for the PCCA 2010 will be provided with an appropriate number of the obligatory badges prior to the first race event. The teams have to ensure that these badges will be properly affixed to their drivers' suits.

Note: PCCA badge for Singapore will be replaced with "Porsche SC Global Carrera Cup Asia" badge for the Singapore leg 2010, Sept. 24 – 26.

Attachment – Minimum Ground Clearance

Minimum ground clearance of rear axle (RA)



Minimum ground clearance of front axle (FA)

