



**General Regulations for
Series run on Circuits / Automobile Sport**

(as on 22.01.2019)

Name of the Series:

PCHC – Porsche Club Historic Challenge

DMSB Visa Number:

730/19

Status of the Series/Events

- International
- National A Plus incl. NSAFP
- National A incl. NEAFP
- National A

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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N/A

The present Regulations consist of 19 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 277).

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 2019.

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 22.01.2019 with visa number 730/19.

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: Frank Richter, Frank.Richter@porsche-club-deutschland.de

2.6 List of Officials (Permanent Stewards) (see also relevant Supplementary Event Regulations)

Frank Richter, Chief Scrutineer

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 Licence 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 (Bulletins)
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other FIA and DMSB Regulations

3.1 Official language

German

Only the German 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 organizer 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.

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 30.03.2019 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 organizer

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.

The organiser reserves the right to cancel the entire series PCHC - Porsche Club Historic Challenge if less than 20 participants registered for the series.

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: 750.00 €
Hockenheim Auftakt and Oschersleben 950,00 €
Entry fee for registered second driver 100.00 € (team-rating)

Entry fee for guest drivers: 850.00 €
Hockenheim Auftakt and Oschersleben 1.050,00 €
Entry fee for guest second driver 100.00 € (team-rating)

Registration fee first and second driver each 300.00 €

Only members of the PORSCHE Club Germany can register for the series 2019. Registration is possible retroactively up to the 3rd event.

(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 organizer for the whole season

5. Licences

5.1 Required grade of licence

a) Drivers

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 2019 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 PCHC - Porsche Club Historic Challenge

c) DMSB-Sponsor-Card

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

Series organizer of international series needs to check restrictions on the validity of the DMSB sponsor card for abroad events.

d) Guest drivers

The Porsche Club Historic Challenge may admit guest drivers with a valid

International entrant's and driver's licence in accordance with Article 5.1

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.

e) Age regulations

In accordance with the valid DMSB Licence Regulations

5.2 Conditions for entrants outside their national territory

For events with the status National A Plus (NSAFP) DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers have to present the approval of their own ASN according Art. 2.3 of the ISC.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations

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

In accordance with DMSB Event Regulations

7. Events

7.1 Calendar of events

30.- 31.03.2019	Hockenheim - Auftakt, Preis der Stadt Stuttgart
18.- 19.05.2019	Oschersleben - Preis der Stadt Magdeburg
14.- 15.06.2019	Nürburgring Grand-Prix– Motorsport XL Weekend
05.- 06.07.2019	Hockenheim – Porsche Club Days Württembergischer
06.- 07.09.2019	Zolder– Motorsport XL Weekend
18.- 19.10.2019	Nürburgring Grand Prix- Westfalen Trophy

7.2 Maximum number of cars authorised

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:

- Rolling 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 race time.

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

At least 70% of the scheduled Time = full points
At least 50% of the scheduled Time = half points
Less than 50% of the scheduled Time = no points

A classification will only be established if at least 1 car has 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.

With less than 3 starters in a class these points shall be awarded:

1. Position 17 points 2. Position 15 Points

With only 1 starter will be awarded: 15 Points

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.

1 result per year will not be considered for the final classification of the year.

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

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 100,- 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 Timetable Scrutineering/ Technical checks

See relevant Supplementary Event Regulations or official notice board.

12. Race

12.1 Use of wet-weather tyres

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

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

See Supplementary Regulations

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

See Supplementary Regulations

13. Title, prize money and trophies

13.1 Title overall winner

The title

Porsche Club Historic Challenge Champion 2019

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.

13.2 Prize money and trophies

Trophies are awarded to at least 40% of starters

14. Protests and appeals

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National A Status 1,000.00 €

Appeal to the FIA – payable to the FIA: 6,000.00 €

An additional fee of 3.000,00 € charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

15. 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.

16. TV rights/ Advertising and television rights

N/A

17. Specific regulations

There are no additional Specific Series Regulations.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

Class 1

- Porsche Cayman vehicles, all variants of type 981 up to and including year of the model 2014, according to DMSB group H regulations

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 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 911 vehicles up to 2400 cm³ with normal aspirated engines according to DMSB group CGT regulations

Class 3

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

Class 5

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

Class 6

- Porsche 997 GT3 Cup 3600 cm³ vehicles according Porsche Carrera Cup regulation 2009

Class 7

- Porsche 997 GT3 Cup 3800 cm³ vehicles according Porsche Carrera Cup regulation 2012

Class 8

- Porsche 991 GT3 Cup 3800 cm³ vehicles according Porsche Carrera Cup regulation 2014

Class 9

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.
- Porsche Cayman vehicles according to Article 257 of appendix J 2005.
- Porsche 993 GT2 vehicles according to Article 257 of appendix J 2005
- Porsche 997 GT3 R 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, Classes 1, 2, 3,
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations
- Porsche Carrera Cup regulation 2005, class 5
- Porsche Carrera Cup regulation 2009, class 6
- Porsche Carrera Cup regulation 2012, class 7
- Porsche Carrera Cup regulation 2014, class 8

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 or 8856-2018 standards 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 FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the head FIA-head restraint (e.g. HANS®) is compulsory

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 Cayman 981: 1.100kg

Class 2

Porsche 924 up to 2000 cm³: 900 kg

Porsche 924S and Porsche 944 up to 2500 cm³: 1000 kg

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 911 up to 2400 cm³: according DMSB group CGT

Class 3

Porsche 911 up to 3600 cm³: 1060 kg

Porsche Carrera Cup (model 964): 1120 kg

Porsche Carrera Cup (model 993): 1120 kg

Porsche 911 up to 3800 cm³: 1090 kg

Porsche 924 Turbo and Porsche 944 Turbo: 1150 kg

Porsche 944 Turbo Cup: 1100 kg

Porsche 928 S/GT/GTS up to 5400 cm³: 1400 kg

Class 5

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

Class 6

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

Class 7

Porsche 997 GT3 Cup up to year of construction 2012 1140 Kg

Class 8

Porsche 991 GT3 Cup up to year of construction 2014 1220 Kg

Class 9

Class 10

Porsche 993 GT2: 1180 kg

Porsche 996 GT3 Cup up to year of construction 2005: 1140 kg

Porsche 996 GT3/R/RS/RSR up to year of construction 2005: 1100 kg

Porsche 997 up to year of construction 2012: 1250 kg

Porsche 997 GT3 up to year of construction 2012: 1200 kg

Porsche 997 Turbo up to year of construction 2012: 1340 kg

Porsche 997 GT3 R/RS/RSR 1225kg

Porsche Cayman up to year of construction 2012: 1150 kg

The weight of vehicles in group CGT 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.

DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases, a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every 2 years by the manufacturer.

1.7 Equivalence formula for supercharged engines

The equivalence formula is (only class 3):

- Vehicles with turbocharger (Otto engine): 1,7

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.

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 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 on the driver's equipment/on the race car and start numbers

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part).

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

There are no special advertising prescriptions issued by the series organiser on the race car.

There are no special advertising prescriptions issued by the series organiser on the driver's equipment.

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*

From 01.01.2022 onwards in all classes safety fuel tanks in compliance with FIA Standard FT3/FT3-1999 and accordingly FT5 are mandatory.

Note:

For events abroad, the series organizer is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

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.

In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel.

The following single fuel must be used:

N/A

1.12.1 Fuel controls

At any time during the events the Technical scrutineer may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part).

1.12.2 Refueling, Refuelling installations and control

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:
Porsche 993 GT2 no air restrictor required

2.2.1

N/A

2.3 Transmission

Classes 6 and 7: It is allowed to fit a paddle shift system to the vehicle.

2.4 Braking System

Classes 6 and 7: 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
The maximum rim width is 12 inches

2.8 – 2.14

N/A

Part 3 Attachments/Drawings

N/A