



# **REGULATIONS AND SPECIFICATIONS FOR THE 2010 NORTHERN REGIONS MOTORSPORT PORSCHE CLUB 924 CHALLENGE CLUB CHAMPIONSHIP**

## **MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR35/10**

### **1. AIM OF THE CHAMPIONSHIP**

To declare a 2010 Northern Regions Porsche Club 924 Challenge Club Champion.

### **2. CONTROLLERS OF THE CHAMPIONSHIP**

The Controllers of the Championship will be Motorsport S.A. (herein referred to as MSA), who have delegated the management and control to the Northern Regions Motorsport Committee and the TIPRA.

### **3. DEFINITION**

The Porsche Club 924 Challenge Club Championship shall be open to normally aspirated Porsche 924 vehicles.

The racing committee reserves the right to extend an invitation, on a race by race basis, to all Porsche vehicles to participate with normally aspirated Porsche 924 vehicles.

Non-normally aspirated Porsche 924 vehicles that are allowed by the racing committee to enter will not qualify to compete for the 2010 Porsche Club 924 Challenge championship

### **4. REGULATIONS**

All qualifying races will be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Standing Regulations and the Supplementary Regulations issued by the Promoters.

What is not specifically allowed in these regulations is deemed to be disallowed.

### **5. ELIGIBILITY**

5.1. Cars must be recognized normally aspirated Porsche 924 models only, but the racing committee's invitation may include other Porsche vehicles

5.2. The Racing committee's prior approval will be required to enter a car for the series and for any of the events that form part of the series. This does not apply to cars that have raced in the 2009 Porsche 924 Club Challenge.

5.3. The Championship is open to all holders of valid competition licences issued by MSA and who are domiciled in the area under the jurisdiction of the MSA Northern Regions Motorsport Committee, the Free State, Northern Cape Committee and the KwaZulu Natal Committee. All competitors are to be members of TIPRA to derive any benefits of the championship. All race vehicles that partake must be registered with TIPRA. A registration and inspection fee of R3,500 will be payable. This inspection will be done by each of the respective committees. The competitor may alternatively become a full member of the Porsche Club of SA – Central at the standard annual membership fee plus an administration fee to TIPRA. In the event the Competitor chooses this membership option, the registration and inspection fee is waived as a benefit of the membership.

### **6. LATITUDES**

The following modifications and changes will be allowed in the series as it pertains to Porsche 924 vehicles:-

6.1. Lightening and reinforcement will be allowed.



- 6.2. Wings and spoilers are to be as per the manufacturers' type and model for that particular bodyshell.
- 6.3. Insulation material may be removed.
- 6.4. Passenger seat may be removed.
- 6.5. At least a 4 point 75mm harness will be obligatory per MSA specification
- 6.6. Cars are to have windscreen wipers, brake lights, head lights, or plexiglass type headlight covers, and dashboard. All lights to be operational.
- 6.7. Fuel Tank: the fuel tank is free, but the positioning of the tank must remain in the standard position. A racing fuel cell is allowed.
- 6.8. Roll Cage: A full roll cage is recommended per MSA/FIA specification with a minimum of 6 mounting points. If the competitor does not have a full roll cage he is required to complete an indemnity.
- 6.9. Battery: Battery position is free, but it must be securely mounted and sealed to the satisfaction of the scrutineers.
- 6.10. Fire extinguishers, cut out switches and drivers clothing should be per MSA specification.
- 6.11. The silhouette and plan profile should be as the standard 924. In the case of 944 and 924 a rear spoiler may be fitted from a Porsche 924/S/GTS/GTR or 944 or 968.
- 6.12. GRP front wings, bonnet one piece front panel/headlights and doors may be fitted. Headlights must work.
- 6.13. Polycarbonate side and rear windows may be fitted.
- 6.14. The front valance may be from a standard 924 or 924 Turbo only. No large airdams may be fitted.
- 6.15. The wheel arches may only be extended by rolling or flaring the existing material No material may be deleted or added. Should GRP front wings be fitted, they should be of the same width as the standard item.
- 6.16. Only R-rubber tyres may be used (no slicks). The reserves the right to introduce a control tyre. South African manufactured standard road tyres may be used. The racing committee reserves the right to amend this rule.
- 6.17. All interior trim and sound deadening may be removed. Dashboards are to remain. They may however be modified to accept non-standard instrumentation. Driver's door panels must be fitted. The door panels may be non-standard and must be to the satisfaction of the racing committee.
- 6.18. The engine block and head are to be Porsche 924. In the case of 924 and nitrous oxide is not permitted.
- 6.19. The engine must remain in its original position in the chassis.
- 6.20. Additional cooling systems may be fitted within the bodywork.
- 6.21. The fuel delivery system is free, but the original inlet manifold from a standard Porsche 924 is to be retained
- 6.22. Larger throttle bodies are permitted, but slide throttles are not.



- 6.23. The air filter box is free, but modifications may not result in the car's body silhouette/profile being altered.
- 6.24. Exhausts are free. Sound pressure levels are to conform to GCR 245.
- 6.25. The ignition system is free.
- 6.26. Brakes are free.
- 6.27. Lower suspension control arms are free.
- 6.28. Springs and torsion bars are free as long as they fit without modification to other components.
- 6.29. Shock absorbers are free.
- 6.30. Camber/castor plates are allowed.
- 6.31. Only standard or Audi gearboxes are permitted. The ratios and final drive may be altered.
- 6.32. No limited slip, torque biasing or locked differentials may be utilised.
- 6.33. The minimum weight at any time is 1050Kg with the driver included. Any ballast must be securely mounted to the satisfaction of the scrutineers.
- 6.34. For those Porsche vehicles, other than normally aspirated Porsche 924 vehicles entered as a result of an invitation extended by the racing committee, the following specific rule will apply:
  - 6.34.1. Only non-slick tyres, of any make, are allowed

## **7. RACE FORMAT**

- 7.1. Races will be run on a handicap format only. Competitors will be advised via a bulletin should a scratch format be used for a specific event. Should races be run on a scratch format an index of performance will be calculated for each competitor. Championship scoring will be based on the index of performance and not overall positions achieved in the race.
- 7.2. For events held on a handicap format the following will apply:
  - 7.2.1. For the first race of an event a competitor will be excluded for exceeding his nominated handicap time i.e. Zero breakout percentage. A competitor will be excluded from the second heat for exceeding his nominated time for the second heat. Furthermore a competitor will be given an allowance of .25 of a second for each car that starts in front of him in the race. Changes to these times may be made at the discretion of the racing committee during the year. These changes are to be notified to competitors, but the onus remains on the competitors to ensure that he/she is aware of the allowance.
- 7.3. The time used to calculate the handicap time will be established as follows:-
  - 7.3.1. For the first heat a competitor's time set in the official qualifying session for the Porsche Club 924 Challenge will be used as a basis for the competitor to nominate his or her handicap time. For the second heat his or her fastest lap in the first heat will be used as a basis to nominate his or her handicap time for the second heat.
- 7.4. No flying start will be allowed. A flying start is deemed to be accelerating toward the start line before the drivers allocated time slot. No driver may hold back the queue in order to accelerate toward the start line. A flying start will be judged by the starter and at his discretion will deem if it is so. The penalty for a flying start is 10 seconds added to the overall race time of the heat the indiscretion took place in.



- 7.5. A maximum (slowest) lap time limit will be set for each race meeting/track and this time will be used as the slowest lap time that may be nominated and as such be factored into the handicapping when determining the starting grid.
- 7.6. Similarly, a minimum (fastest) lap time limit will be set for each track and in the event of a competitor exceeding such a time, he/she will be excluded from the results of that particular race – the racing committee will advise entrants of the aforementioned maximum and minimum lap time limits for each track ahead of the commencement of the 2009 season. The racing committee has the right to change these times at the relevant circuit from time to time.
- 7.7. Should races be run on a scratch basis the following will apply for the index of performance:

The index formula is: 
$$\%P = \frac{(F \times L)}{A \times 100}$$

%P = Percentage error.

A = Actual overall race time, reduced by a credit of 0.5 seconds per start line row that a competitor starts on from behind the pole position in that class. The front row of the grid receiving no credit.

F = Fastest race lap (hidden handicap)

L = Laps completed in the race.

- 7.8. All races run on a scratch basis will have rolling starts.
- 7.9. Grids for scratch races will be per SSR 29.
- 7.10. Other than the normal use of pit boards, no form of communication is permitted between the pits and participating vehicles during any official practice session, official qualifying session or official race.
- 7.11. In-car timing (by way of electronic timing equipment, stopwatches or any other means) is not permitted during any official practice session, official qualifying session or official race.
- 7.12. The timing transponder must be mounted, in the designated bracket, to the vehicles roll-cage in a position:
- Behind the B-Pillar
  - In “line of sight” with a window and
  - On the side of the car (left or right) that will be closest to the timing tower when passing it

## **8. MINIMUM NUMBER OF STARTERS**

To qualify as a round of the Porsche Club Challenge Club Championship, there must be an average of 10 starters for qualifying per event. The MSA Northern Region committee will be the final decision makers as to the inclusion of the event in the championship scoring.

## **9. POINTS**

- 9.1. The Championship series and events to count shall be as set out in the 2009 MSA Calendar. The series will allow the driver to discard his worst two heats of the season for the overall championship. In the event of exclusion in a particular event, that event may not be utilised as a dropped event. This is not applicable to the “break out exclusion” in the handicap series.
- 9.2. Should there be a tie at the end of the season the competitor with the greatest number of first positions will be declared the champion, failing this seconds and then thirds and so on. If this remains ineffective the MSA Northern Regions Motorsport Committee shall declare the Champion on such a basis as it deems fit.



### 9.3. **Points Scoring**

- 9.3.1. Points for the race (heat) will be awarded as follows for the Porsche Club 924 Challenge: 1<sup>st</sup> 25 points, 2<sup>nd</sup> 21 points, 3<sup>rd</sup> 19 points, 4<sup>th</sup> 17 points, thereafter the points decrease by one point down to 20<sup>th</sup> place.
- 9.3.2. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event or participate in an official race. Competitors will be given an extra ten (10) points for entering and taking part in official practice, or official qualifying or any of the official races at an away race meeting. An away race is defined as a race meeting held outside of the Northern Regions (Phakisa, East London, Port Elizabeth or Cape Town).
- 9.3.3. Where a race meeting is held with more than one heat, each heat will be scored as a separate race. Should a heat be stopped or shortened and not re-run before completion of 75% of the full distance, no points will be scored for that heat. If only one heat is held on a day, double points will be scored for the heat.
- 9.3.4. The winner for the day will be determined by adding together the points for the day. Ties for trophies on the day in the Porsche Club 924 Challenge will be resolved by determining which competitor had obtained the highest overall positions in any heat on the day. If this does not resolve the tie, the competitors concerned shall draw lots for the trophy.
- 9.3.5. The winner of the Porsche Club 924 Challenge championship will be the competitor with the most number of points
- 9.3.6. For 2010 only normally aspirated Porsche 924 vehicles will qualify for points and as such will be the only vehicles competing for the Club Championship. The other Porsche vehicles participating as a result of the invitation extended by the racing committee will not qualify for any points

## 10. **NOTES**

- 10.1. Control of the Porsche Club 924 Challenge is vested in a technical committee (hereafter called the Racing committee) comprising:
  - ♦ **Johan Grobler**
  - ♦ **Mark Harvey**
  - ♦ **Paul Moss**
  - ♦ **Braam van Niekerk (Chairman)**

A minimum of three racing committee members need to be involved in any technical decision. The racing committee reserves the right to replace any of these members during the season.

- 10.2. The racing committee, through MSA reserves the right to exclude any car at any time from racing, should it not satisfy the eligibility requirements.
- 10.3. The series shall be known as the Porsche Club 924 Challenge. All vehicles are to carry windscreen decals and numbers supplied by TIPRA (See also GCR 246), should these be required by a series sponsor.
- 10.4. The first set of decals and numbers will be supplied free of charge to competitors. Should a competitor require a second set of decals and numbers, the set will be for the competitors cost. The amount payable will be advised by the racing committee.



- 10.5. Should a competitor be competing in more than one championship with the same vehicle, the racing committee will make a decision on the placement of championship advertising material. The decision will be based on discussions with sponsors of both championships and the controllers of the other championship.
- 10.6. Any inexperienced competitor to be approved by racing committee must first compete in an autocross in the Porsche Club Time Trial series and later upgrade to racing once the racing committee has evaluated the applicant.

## **11. YELLOW AND RED CARD SYSTEM**

- 11.1. Yellow and Red cards may be awarded by the Clerk of the Course to competitors for reckless and dangerous driving, bumping and causing damage to their own and other cars, unsportsmanlike behaviour and/or contravention of these regulations.
- 11.2. If a competitor is issued with a Yellow card, he/she will be under observation for the following two race meetings. If the competitor is penalised with a Yellow card whilst holding a previous Yellow card, he/she will automatically be penalised with a Red card.
- 11.3. If a competitor is penalised with a Red card, he/she will automatically be banned from participating in the following two Porsche Club Challenge race meeting. Two Red cards in any one season, will automatically exclude the competitor for the rest of the season.