

PORSCHE
GT3 CUP CHALLENGE
BENELUX

Porsche GT3 Cup Challenge Benelux 2018

Bulletin 1/2018

Supplement to the Regulations 2018

The amendment is valid with immediate effect.

Changes made as follows:

- Deletions are printed in '**Bold**', '*Italics*' and crossed out (~~word~~).
- Additions are printed in '**Bold**' and '*Italics*'.

Approved by KNAF

permit: 0300.18.141

date: 1st May 2018

Technical Regulations 2018:

Alteration 1:

Technical Regulations 2018

Part 2 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen II (MY 2017 – 2018)

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23.4.1. General description

23.4. Brakes

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Only standard master brake cylinders are permitted for the 2 brake circuits.

- Front axle: (diameter: 17.8 mm, part number: 991.355.170.8C, **991.355.170.8E**)
- Rear axle: (diameter: 17.8 mm, part number: 991.355.170.8C, **991.355.170.8E**)

Alteration 2:

Technical Regulations 2018

Part 3 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen I (MY 2013 – 2016)

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27.3.1. General description

27.3. Brakes

...

Only standard master brake cylinders are permitted for the 2 brake circuits.

- Front axle: (diameter: 17.8 mm, part number: 991.355.170.8C, **991.355.170.8E**)
- Rear axle: (diameter: 17.8 mm, part number: 991.355.170.8C, **991.355.170.8E**)

Alteration 3:

Technical Regulations 2018
Part 1 General technical rules

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18. Cameras

The installation of a camera system is mandatory. This must be a 'High Definition' system. This installation will be checked by a member of the Technical Scrutineers. It is the responsibility of the competitor to provide the equipment. Each competitor needs to make sure each session is recorded and stored. We advise to foresee a spare memory card for in case one is confiscated for analysis. The Porsche GT3 Cup Challenge Benelux is owner of the recorded videos and its copyrights. The videos can be used in private circumstances but can't be distributed to third parties.

Recommended camera systems:

- 'Go Pro' (HD) or comparable
- 'Alivedrive Cosworth'
- **'Racelogic VBox' System RLVBVDHD001P**

'Go Pro' (HD) or comparable:

The camera need to be positioned in the centre of the car. Mounted on the x-shaped tube of the roll cage behind the seat. The camera should be mounted in a way that it records the driver and track in front of the car.



Parts should be rigid to guarantee a good recording quality. An additional safety measure must be taken in account by attaching a keycord to camera and roll cage. This to avoid a drop of the camera into the pedal box during an incident. Make sure that the keycord doesn't block the view of the camera while braking. The use of mounting parts with suction cup are forbidden. The use of camera on the outside of the cockpit are prohibited.

'Alivedrive Cosworth':

Mounting must be done as described in the technical guide line of the manufacturer.

'Racelogic VBox' System:

Mounting must be done as described in the Technical Info released by Porsche Motorsport. The use of suction cup is prohibited.

PA10_0366_Porsche_911_GT3_Cup_Gen2_VBox-Camerasystem_en.pdf

Alteration 4:

Technical Regulations 2018
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Attachment 25: Mandatory rework: Additional driveshaft cooling on outside joint for the GT3 Cup, type 991 Gen I (~~recommended~~) 73

Alteration 4.1:

Technical Regulations 2018
Part 4 Attachments

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Attachment 25: Mandatory rework: Additional driveshaft cooling on outside joint for the GT3 Cup, type 991 Gen I (~~recommended~~).

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Technical Regulations 2018
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Attachment 26: **Mandatory Recommended** rework: Improved protection for rear cast aluminium sub frame for the GT3 Cup, type 991 Gen I 74

Alteration 5.1:

Technical Regulations 2018

Part 3 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen I (MY 2013 – 2016)

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27.7.2. Bodyshell protection

For all cars it is **mandatory recommended** to have the car equipped with the **mandatory recommended** protection plates for the rear cast aluminium sub frame (Attachment 26)

Alteration 5.2:

Technical Regulations 2018

Part 4 Attachments

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Attachment 26: **Mandatory Recommended** rework: Improved protection for rear cast aluminium sub frame for the GT3 Cup, type 991 Gen I

Alteration 6:

Technical Regulations 2018

Part 1 General technical rules

1. Accepted cars

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~~Porsche 911 GT3 Cup Cars of model year 2013 – 2016 with a chassis of a Gen II (2017 – 2018) are also allowed. (Attachment 18) This Porsche Cup cars are considered as Gen I (MY 2013 – 2016) cars and must comply with the general Technical Regulations and the Technical Regulations specific for the Porsche 911 GT3 Cup, type 991 Gen I (MY 2013 – 2016).~~

! NB. =>Is crossed out to avoid confusion, the vehicle VIN number determines the vehicle generation.

Alteration 7:

Technical Regulations 2018

Part 2 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen II (MY 2017 – 2018)

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23. General vehicle description

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23.9. Aerodynamic devices

Masking the radiator grilles is prohibited. The original position of the wing section is allowed to be changed within the specified scope for adjustment. One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the ~~headlights, the tail lights,~~ the front wheel covers at a 90° angle in relation to the particular gaps that are taped over. Furthermore, entrants are allowed to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork. Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed. Any alteration or amendment outside the above set parameters will render the vehicle non-compliant with the Technical Regulations and may be subject to penalties from the Stewards. For visual clarification (Attachment 14).

Alteration 7.1:

Technical Regulations 2018
Part 4 Attachments

...

Attachment 14: Aerodynamic devices

Covering the filler cap and sticking one strip of transparent adhesive tape as a fixing element on the headlights, the tail lights doesn't apply to Porsche GT3 Cup, Type 991, Gen II vehicles.



Alteration 8:

Technical Regulations 2018

Attachment 12: Ballast weights

! NB. => See Attachment 1

Alteration 8.1:

Technical Regulations 2018
Part 1 General technical rules

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9. Weights

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It is the entrants' responsibility to ensure that at all times during the event the mandatory minimum weights described underneath are reached. The minimum weight must also be observed when the levels of operating liquids are under minimum level. The Technical Scrutineers shall specify a weigh scale for the checking of weight of the vehicles and drivers. This could be two different scales, one system to weigh the car, one scale to weigh the driver. It is referred to here as the "official scale". The official scale is located in the Series Technical Scrutineering tent or in an alternative designated place. This is also the weighing area. This will be announced via the Supplementary regulation, bulletin, any other team info or verbal. The installation of **auxiliary weight ballast plates** is permitted. Only original Porsche ballast components must be used to add weight to the vehicle to reach the minimum vehicle weight and to reach the minimum driver weight.

These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Attachment 1. The ballast weights are identified by spare part numbers (Pn: 99750484800 / 99750484801 / 99750484802 – **99150484800 / 99150484801 / 99150484802**). The mounting of the **ballast base plate, threaded bolts included and ballast cover** (Pn: 9915048659B / **9915048657A**) is mandatory **if the ballast base plate (Pn: 9915048477A / 9915048479B) is mounted**. The ballast system must be mounted as described in the Technical Manual or Spare Parts Catalog of the corresponding vehicle. **In addition it is allowed to use the Gen 1 ballast parts on a Gen 2 car and vice versa. As long the parts stay original.**

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Technical Regulations 2018
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Attachment 27: Mandatory rework: **Porsche GT3 type 991 Gen 2**, Air guide plates front wheel arch lining 74

Alteration 9.1:

Technical Regulations 2018

Part 2 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen II (MY 2017 – 2018)

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25. Mandatory rework:

All **Porsche GT3 type 991 Gen 2 Cup** cars must be equipped with air guide plates for the front fenders left and right hand side. (Pn: 9F0.807.683, 9F0.807.684) (Attachment 27)

Alteration 9.2:

Technical Regulations 2018

Part 4 Attachments

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Attachment 27: Mandatory rework: **Porsche GT3 type 991 Gen 2**, Air guide plates front wheel arch lining

Alteration 10:

Technical Regulations 2018

Part 3 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen I (MY 2013 – 2016)

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27. General vehicle description

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27.7.8. Cockpit

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27.7.8.3. Safety Nets

Every car must be equipped with the after sales safety nets as specified in the valid spare parts catalog and mounted complying with the Porsche AG mounting instructions. (Attachment 22). **For the Gen 1 Cup cars, only the safety net on the left side is mandatory.**

Knac Nationale Autosport Federatie

Alteration 11:

Technical Regulations 2018

Part 1 General technical rules

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9. Weights

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9.12. Replacement and loss of vehicle parts

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In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding, 22 kg **in case of a Gen 1 Cup car and 25 kg in case of Gen 2 Cup car**, to the measured weight of the car.

Alteration 12:

Technical Regulations 2018

Part 1 General technical rules

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9. Weights

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9.5. Weight changes during qualifying and race

During the qualifying and race, the weight of the vehicle is only allowed to be altered by:

- Changing from slick tyres to wet tyres or vice versa.
- Consumption of consumable materials and fluids.
- ~~Damage on the Cup car due to a crash or accident.~~

Alteration 13:

Technical Regulations 2018
Part 4 Attachments

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Attachment 21: Badge Regulation 2018 (Racing suit, mandatory logo's)

Only de 'Porsche GT3 Cup Challenge Benelux' and 'Michelin' patches are mandatory on the racing suit of the driver. Both badges are delivered by the organisation of the PGT3CCB ~~and must be fixed on the left part of the driver's chest.~~ **The 'PGT3CCB' Logo must be fixed on the left part of the driver's chest. The 'Michelin' Logo must be fixed on the drivers' left shoulder.** Following the FIA regulations. **More details found in the PGT3CCB 2018 - Overall Badge Regulation**



Alteration 14:

Technical Regulations 2018
Part 1 General technical rules

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13. Noise regulations

~~The noise generated by the car must not exceed 105 dB (A) at 3800 rpm, or at three quarter maximum revs if this is less. This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.~~ Each competitor must bring at least one set of pre silencers for each car to each event. Government environmental rules may override these Noise Regulations during an Event.

- ***With pre-silencers, the noise generated by the car must not exceed 105dB(A), measured via the Lp procedure as described underneath.***
- ***Without pre-silencers, the noise generated by the car must not exceed 111dB(A), measured via the Lp procedure as described underneath.***

The measurement will be done in a silent area (ambient noise and wind noise less than 10dB(A) of the noise to measure). This zone can't be covered with snow, high grass, loose soil or ashes. The engine must be at operation temperature (engine coolant >80°C). The position of the measuring device will be positioned at 0,5m (± 0.1m) of the exit of the exhaust, at an angle of 45° (± 5°) in relation with the exhaust exit tube. The measuring device will be positioned at 0,5m (± 0,1 m) above the ground. The vehicle must stay stationary, engine running at 75% nmax or 6375 Rpm (± 100 Rpm), to be read form the Rpm counter from the vehicle. Two measurements will be done. These measurements will be considered correct if the difference between two measurements is less than 2 dB(A). The maximum measured value will be referenced against the maximum allowed noise emission, described above. In case that the value is 1 dB(A) higher than the limited noise, an additional measurement series of two measurements will be done. The value of three out of four measurements must not be more than the maximum noise emission described above. A tolerance of 1 dB(A) must be taken in account of the read value of the noise measuring device.

The PGT3CCB organisation is not responsible for any consequences for exceeding the noise limits imposed by the circuit or local ASN. For example due to different measuring procedures or tolerances.

Alteration 15:

Technical Regulations 2018

Part 1 General technical rules

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7. Sticker layout and Advertising on the drivers' equipment/on the race car and start numbers

The current FIA prescriptions for starting number and for advertising on the drivers' equipment/on the race car and start numbers must be respected.

The advertising decals, logos, driver name and starting numbers as specified by the Series Organiser, must be affixed to all competing vehicles during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "Sticker Regulations 2018". The sticker regulations are agreed on with the KNAF. The "Sticker Regulation 2018" are part of these Regulations. Any breach of these Regulations may result in the participant concerned being disqualified from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the entrants' own advertising labels. The clearance between such advertising and the mandatory labels and starting number shall be a minimum of 30 mm. retained for the entire season. The registered entrants will be informed about their starting numbers before the first race. The drivers' names, starting numbers and national identification markings must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the "Sticker Regulations 2018". The team (entrant) is responsible for ensuring that the stickers on the entered vehicles comply with the applicable legal regulations.

All mandatory stickers are provided by the PGT3CCB, including driver names. Only this version of the mandatory stickers are allowed, copies of the mandatory stickers will be refused. It is forbidden to cut or to modify the dimensions of the received mandatory stickers. For example the start number background can't be partly placed on the door, partly on the wing and cut in two. It's allowed to modify the dimensions of the window banner to avoid an overlay of the A-pillar and roof.

The mandatory window streamer found in the 'PGT3CCB-2018-Sticker-Regulations' is redeemable during the 4 events outside the Netherlands. The cost is 5000,- euro per car per event.

All cars must be equipped with the mandatory license plate shown in Attachment 28.

The 2018 PGT3CCB Sticker Regulation will be announced before the start of the season by a bulletin or addendum.

7.1. Advertising

Upon entering the Porsche GT3 Cup Challenge Benelux an entrant and her drivers acknowledge the Sporting and Technical Regulations and thereby acknowledge that the organiser and its partners are granted the right to use all photo and video material produced during the events of the competitors for promotional or marketing purposes.

The use of the Porsche GT3 Cup Challenge Benelux name and logo is forbidden without expressly written approval by the Porsche GT3 Cup Challenge Benelux organisation. Even with approval from the organiser the current Porsche Corporate Identity for Porsche racing as specified by Porsche AG must always be complied with. No marketing activities connecting to the championship may be deployed without cooperation with and approval by the Porsche GT3 Cup Challenge Benelux organisation.

All cars have to be presented in a presentable and representative state at the start of each event, see technical regulations. The organiser reserves the right to make mid-season changes to the Corporate Identity and Logo layout.

Team trucks may carry the Porsche GT3 Cup Challenge Benelux logo only in such a way as it is specified in the Porsche AG Corporate Identity for Porsche racing. A sticker layout for trucks incorporating this Corporate Identity will be made available to the teams upon request. All digital artwork required to comply with the Corporate Identity will be delivered to teams at no costs by the organiser.

Any breach of the prescriptions specified in article 7 will be seen as a direct violation to the Regulations and penalties will be applied as such, including and up to the loss of championship points or exclusion from an event.

The Series organiser and Porsche GT3 Cup Challenge Benelux sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

Teams must not enter into partnerships with companies who are either in competition to Porsche AG, its parent or partner companies, the official Series partners of PGT3CCB or who are involved in a legal dispute with Porsche AG or a company associated with Porsche AG. PGT3CCB is entitled to prohibit teams from entering into a partnership if the potential partner falls into one of the above categories.

The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of Porsche AG, their associated companies or the Series sponsors on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited.

The use of advertisements for companies in the tobacco and sex industry, their products or services or political or religious advertising, or private betting and gambling operators on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by Porsche AG to bring the Series into disrepute is strictly prohibited.

The advertising guidelines of the FIA and KNAF as well as general or legally regulated advertising bans must be observed. The team (entrant) is obliged to notify the Series Organiser of all potential partners/ sponsors. The PGT3CCB is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors.

Team partners/sponsors must be registered with the Series Organiser no later than 7 days before the start of an event. If team partners/sponsors are either registered late or not at all with the Series Organiser, then the entrant may be fined by the Series Organiser. The entrant and team partners/sponsors shall grant to the Series Organiser and the Series sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

Alteration 16:

Technical Regulations 2018

Part 1 General technical rules

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10. Ground clearance of vehicle

The minimum ground clearance of the vehicle (with the driver in the vehicle), tyres at 2.0 bar ± 0.1 bar air pressure must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event. For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 78,0 mm and the clearance at the rear axle a minimum of 100,0 mm. The measuring points at the front axle are the mounting bolts (M12x105) of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is allowed to be changed within the existing adjustment range.

During the qualifying sessions, including during the break, in case of a qualifying with a break in the pit lane, it is strictly forbidden to modify the ground clearance at the front drive train of the vehicle, by adjusting the spring rest and/or counter nut of the shock absorbers.

Alteration 17:

Technical Regulations 2018

Part 1 General technical rules

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15.3. Other radio-based or electronic devices

The use of other radio-based or electronic devices in the vehicle (e. g. telemetry, mobile phones) is prohibited.

With the exception for the built-in tyre pressure monitoring system.

Alteration 18:

Technical Regulations 2018

Part 2 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen II (MY 2017 – 2018)

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23. General vehicle description

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23.7. Wheels (flange + rim) and tyres

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23.7.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. Only the use of the ***valve caps and valve inserts, provided by the Official Michelin Tyre Supplier – Kronos Tyres, are allowed*** ~~original metallic valve caps is allowed~~. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

Alteration 19:

Technical Regulations 2018

Part 3 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen I (MY 2013 – 2016)

...

27. General vehicle description

...

27.6. Wheels (flange + rim) and tyres

...

27.6.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited. Only the use of the ***valve caps and valve inserts, provided by the Official Michelin Tyre Supplier – Kronos Tyres, are allowed*** ~~original metallic valve caps is allowed~~. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

Alteration 20:

Technical Regulations 2018

Part 1 General technical rules

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3. General/preamble

...All parts or groups of parts found in the spare parts catalog of the eligible vehicle, indicated as an option, are strictly prohibited or otherwise clearly described as admitted in these regulations...

Alteration 21:

Technical Regulations 2018

Part 2 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen II (MY 2017 – 2018)

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23. General vehicle description

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23.12. Lubrication system

23.12.1. Lubricants

23.12.1.1. Engine:

Mobil 1 0W-40 engine oil is **mandatory recommended**. All additives are prohibited.

23.12.1.2. Transmission:

Mobilube 1 SHC 75W-90 transmission oil is **mandatory recommended**. All additives are prohibited.

There has to be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

Alteration 22:

Technical Regulations 2018

Part 3 Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen I (MY 2013 – 2016)

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27. General vehicle description

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27.11. Lubrication system

27.11.1. Engine:

Mobil 1 0W-40 engine oil is **mandatory recommended**. All additives are prohibited.

27.11.2. Transmission:

Mobilube 1 SHC 75W-90 transmission oil is **mandatory recommended**. All additives are prohibited.

There has to be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

Sporting Regulations 2018:

Alteration 23:

Sporting Regulations 2018

1. Introduction

The Porsche GT3 Cup Challenge Benelux 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 KNAF. 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 code of driving conduct on circuits of FIA Appendix L (Chapter IV) and the general prescriptions on signalling of FIA Appendix H (Article 2.4)**. The Porsche GT3 Cup Challenge Benelux 2018 consists of 6 meetings of 2 races each, so 12 races in total, organised as circuit races. The competitions will be run according to the KNAF Autorensport Reglement 2018 and General Regulations for Series Run on Circuits, unless otherwise specified in the rules of the respective promoters.

Alteration 24:

Sporting Regulations 2018

1. Introduction

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1.1. Acceptance of the Regulations

With the signature on the "Application for Entry" or the "Application for Single-Race Entry" each entrant and driver of the Porsche GT3 Cup Challenge Benelux confirms the acceptance of these Regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and appendices. The entrant and drivers are responsible that all persons connected to their entry will observe and follow the conditions and rules of these Regulations.

If required during the season, the Porsche GT3 Cup Challenge Benelux Regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorisation by the KNAF. This information is to be provided in writing, for example in a bulletin.

Alteration 25:

Sporting Regulations 2018

2. Organisation

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2.6. Names of the Race Direction

Mr. Walter Stalmans (RACB 1790) - Race Director

~~Mr. Jean Marie Jorissen (RACB 1788) - Competitor Relations~~

Mr. Pascal Nelissen Grade (RACB 2283) - Competitors' Relations Officer

Mr. Tom Cocquyt (RACB 2135) - Scrutineer

2.7. ASN delegates

Mr Marc BOONMAN - **Chairman of the Stewards**

Alteration 26:

Sporting Regulations 2018

3. Regulations and Legal Basis of the Series

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3.2. Responsibility, changes to the rules of participation, cancellation of the event

(1) The participants (applicants, drivers, passengers, vehicle owners and registered keepers) take part in the event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the vehicles used by them, as far as no exclusion of liability has been concluded. ***It is recommended that the participants take out an insurance for any and all damage caused by them.***

Alteration 27:

Sporting Regulations 2018

5. Licences

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5.3. Licence checks

A licence check will be organised during the administrative checks at the start of the first event. Drivers and entrants who have a full-season entry must only show their licences during following events upon specific request by the organizer, the ASN or any other officials ~~in case of changes or problems~~. Entrants and drivers participating with a single-round entry will have to produce their licence during the administrative checks of each event they participate in. The exact time and place of these checks will be communicated in the time schedule as well as in the supplementary regulations of each event.

Alteration 28:

Sporting Regulations 2018

6. Insurance, Liability Exclusion and Disclaimer

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6.2. Declaration by the entrant, driver and passenger on the exclusion of liability

The entrants/drivers attend the event at their own risk and are aware of the fact they, their connected third parties and their goods may risk damage, injury, commercial loss including resultant loss. ...

...From liability for damages of any kind, which might occur in connection with the events (test-days, practice, qualifying, warm up, race) with the exception of injury to a person's life, body or health or of any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

It is recommended that the entrants/drivers take out an insurance for any and all damage caused by them.

Alteration 29:

Sporting Regulations 2018

7. Events

7.1. Calendar of events

19 April: **Official Test Day - Spa-Francorchamps**
3-5 May: **FIA WEC 6H of Spa-Francorchamps (T)**
19-20 May: **Jumbo Racing Days - Zandvoort (T)**
9-10 June: **Porsche Days - Zandvoort**
26-29 July: **Total 24H of Spa-Francorchamps**
15-16 Sept.: **FIA Truck Grand Prix - Zolder**
13-14 Oct.: **SRO GT4 Series - Le Castellet (T)**

The events marked with a (T) are part of the FRANCE-BENELUX Trophy
Participation in the official test day is mandatory for all championship drivers

**** Subject to change.***

Alteration 30:

Sporting Regulations 2018

7. Events

7.2. Eligible vehicles and max. number of vehicles authorised

Eligible to participate in the Porsche GT3 Cup Challenge Benelux 2018 are only vehicles of the type/model Porsche 911 GT3 Cup (type 991 GEN I (MY2013-2016) and GEN II (MY 2017-2018)) which fully comply with the technical prescriptions of the Porsche GT3 Cup Challenge Benelux 2018 Technical Regulations **and the technical prescriptions of Porsche Motorsport found on the PMRSI website (Porsche Motorsport Racecar Service Information). Each competitor is allowed to register to this website, free of charge.**
www.motorsport.porsche.com

Alteration 31:

Sporting Regulations 2018

7. Events

7.3. Staging of the competitions

Maximum speed in the pit lane

The maximum speed in the pit lane during free practice, qualifying and ~~race classification round~~ is specified by the organiser in the supplementary regulations and monitored by the race director. Unless otherwise indicated in the supplementary regulations, the maximum speed in the pitlane is 60 km/h. For drivers exceeding the permitted maximum speed during free practice and in qualifying sessions, a time penalty of 5 seconds, for each km/h over the specified limit, will be applied to the fastest time in that session. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and qualifying may face additional penalties for speed limit violation. If the permitted maximum speed in the pit lane is exceeded during the race, the driver will be given a 5 second time penalty, for each km/h over the specified limit.

Pre-start

The pre-start is the line-up of all vehicles before entering the circuit for the free practice, qualifying and races. All vehicles must be driven from the team awning/pit to the official pre-start by the relevant driver. Possible exceptions will be notified by the Series organiser at the start of an event in each case. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule or as indicated in the drivers briefing. Should a participant not be ready in time he/she has no right to take part in the relevant session **or race**. The final decision on participation in the session **or race** is taken by the Stewards.

Alteration 32:

Sporting Regulations 2018

10. Administrative checks

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10.2. Drivers' meeting/briefing

The time and location of the drivers' meeting/briefing will be published in the Supplementary Event Regulations of the event.

A mandatory driver briefing will be held at the beginning of each event. Should a driver fail to attend the briefing the driver in question will receive a €150,- penalty. In exceptional cases a driver can request permission to be absent from the briefing from the organiser and the Race Director.

The team manager or his/her representative is obliged to attend and take part in the drivers' briefing.

In any event, a driver who misses the briefing, must present himself to the race director in order to have a personal briefing, before taking part in the racing activities of that meeting.

Alteration 33:

Sporting Regulations 2018

11. Scrutineering/Technical Checks

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11.2. Scrutineering

Initial scrutineering of the car and of the drivers' equipment will take place in accordance with the timetable, specific to the event. A safety sheet will be made for the driver safety equipment **by a representative of the local ASN at the first event of the season**. This safety sheet approves the safety equipment for **the complete season** ~~a single event only and needs to be re-checked during every event~~. Every replacement or change has to notified to the technical delegate.

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Data

The Porsche GT3 Cup Challenge Benelux Technical Manager or his representative has at all times the right to download any of the logged data in the car, or to request previously downloaded data by the team.

~~**Tyre pressure and Tyre Heat can be measured in the Parc Fermé, by the team representative.**~~

Alteration 34:

Sporting Regulations 2018

15. Free Practice

During the Free Practice sessions the stipulations in article 17.5 will apply.

Two free practice sessions, 40 minutes each (unless otherwise indicated in the supplementary regulations or briefing), are scheduled for each event. All free practice sessions are considered part of the event meaning that the provisions in these Sporting Regulations and those in the Porsche GT3 Cup Challenge Benelux Technical Regulations, as well as the provisions stipulated in the regulations of the FIA, the local ASN and the applicable pit and track regulations of the circuit at which the event is organised have to be adhered to. Any infringements during free practice sessions will result in ~~the same~~ penalties **in accordance with the Sporting Regulations of the Porsche GT3 Cup Challenge Benelux, Technical Regulations and the International Sporting Code. ~~should the infringement take place during a qualifying session or a race and the penalty will be applied in the next timed session.~~**

If more entered/nominated drivers are present for an individual race event than permitted in the Supplementary Regulations for the respective event, the Series organiser may determine a regulative procedure (via bulletin) which decides on admission to free practice and qualifying for the race/races of the corresponding event.

In case of a DUO entry, a driver is only allowed to take part in 1 free practice session.

Alteration 35:

Sporting Regulations 2018

16. Qualifying Practice/Timed Practice

During the Qualifying sessions the stipulations in article 17.5 will apply.

The qualifying sessions will be divided in the following way (unless otherwise stipulated in the supplementary regulations) :

Format 1 :

Qualifying for race 1 :

15 minutes for drivers 'A' and 'B'

Break of 5 minutes (can be expanded to maximum 24 hours) between the first and the second qualifying.

During the break, cars will be in 'Parc Fermé conditions **in the pit lane.**

Qualifying for Race 2 :

15 minutes for drivers 'A' and 'B'

Format 2 :

Qualifying for race 1 :

20 minutes for drivers 'A' and 'B'

Break of 5 minutes (can be expanded to maximum 24 hours) between the first and the second qualifying.

During the break, cars will be in 'Parc Fermé conditions **in the pit lane.**

Qualifying for Race 2 :

20 minutes for drivers 'A' and 'B'

The format will be explained to the drivers in the briefing

Only change of tyres, check of tyre pressure and change of driver is permitted during the break. This break equals the period between the end of qualifying session 1 as shown on the timing screen, and the green lights indicating start of session 2.

In case of accident/incident, the entrant can be allowed by the Porsche GT3 Cup Challenge Benelux technical manager or scrutineer, to repair the damage.

If the weather conditions change between the 2 qualifying sessions, the race director can allow the following changes:

- change of tyres
- anti-roll bar adjustment
- position of the wing

Drivers need to participate in these qualifying sessions based upon the race they will be participating in. In case of a single driver entry the driver needs to participate in both qualifying sessions relevant for his driver status. In the case of a duo driver entry each driver needs to participate in one of the qualifying sessions, appropriate for his driver status and the single race of the weekend he will be participating in.

The Parc Fermé time period starts immediately after the first qualifying session is complete (in other words, as soon as the first session expires on the timing screens).

Any car still out on track must immediately make its way into pitlane. It is not allowed to connect laptops or any device serving the same purpose to the car. In case of technical problems the Porsche GT3 Cup Challenge Benelux Technical Manager or his representatives might grant a team the right to, under their supervision, break the Parc Fermé regulations to the extent that it is necessary to repair the damage. During this Parc Fermé session any person who is part of the GT3 Cup Challenge Benelux organisation will be deemed as a judge of fact in support of the Marshalling Staff and will report noted infringements on the regulations to the Race Director.

All participants must qualify for their respective race(s). Admission to the starting grid and the races is dependent on the result of the qualifying session.

A driver can only be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 120% of the fastest driver in the qualifying session. This rule is applied to the totality of drivers, irrespective of the stated classification.

Admission of drivers who have not qualified will be decided by the Stewards in consultation with the Race Director, the clerk of the course and the Series organiser after a written application by the entrant/driver.

Incidents during **the timed** practice / qualifying sessions

In the event of a driving infringement during **the timed practice / qualifying sessions** ~~any practice session~~, the Stewards, or the Clerk of the Course and/or Race Director may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any incident will normally be investigated after the relevant session. If, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other **timed** practice session that day.

Stopping the **timed** practice / qualifying sessions

The Race Director or the Clerk of the Course may interrupt **timed** practice / qualifying sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director or the Clerk of the Course may decline to prolong the free practice period after an interruption of this kind with the agreement of the Stewards.

Alteration 36:

Sporting Regulations 2018

17. Races

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Starting countdown

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

- 10 minute signal: everybody except drivers, officials and team staff must leave the grid.
- 5 minutes **signal:** pit lane exit, and access for cars to the starting grid, will be closed. Any car failing to leave the pitlane at that time, will have to start from pitlane. ~~5 minute signal:~~ No more work is allowed on the car and the car should be on the ground. Any car which is not lowered to the ground when the five-minute signal is given 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 left to start the formation lap.
- 3 minute signal: All team staff with the exception of 1 person per car must leave the grid. Drivers need to be in their cars with their seatbelts fully fastened.
- 1 minute signal: Engines will be started all remaining people except any officials must leave the grid.
- 30 second signal: 30 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible, with a maximum of 5 car lengths between the cars.

Alteration 37:

Sporting Regulations 2018

17. Races

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Formation Lap behaviour

...Any driver who is unable to start the formation lap must indicate this to the marshals **and by illuminating his 4 indicators**. ...

Alteration 38:

Sporting Regulations 2018

17. Races

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17.3. The finish

The end-of-race signal will be given **by means of a checkered flag** at the line as soon as the leading car crosses it, **whether this is** after the scheduled time has elapsed, ~~should or~~ for any reason the end-of-race signal **is be** given under green flag before the scheduled time has elapsed, **or when the race is ended under safety car procedure. the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.**

After receiving the end-of-race signal, all cars must proceed directly to the Parc Fermé without any unnecessary delay with the exception of the cars required during the podium ceremony, which need to follow the marshal's instructions to proceed to the location specifically dedicated for this.

Alteration 39:

Sporting Regulations 2018

17.4. Tyres

All wheels and tyres used must be according to the 2018 GT3 Cup Challenge Benelux Technical Regulations. Only MICHELIN tyres are allowed. The pattern of the tyres may not be changed.

At each race event, max. 2 sets of slick tyres for the front axle and 2 sets of slick tyres for the rear axle of each vehicle can be registered. A set consists of 2 tyres.

For the entire 2018 season, ~~8~~ **12** new additional slick tyres per driver can be used as joker tyres. These tyres can either be front axle or rear axle tyres. The use of one or more joker tyres must be announced to the technical scrutineers one hour before the respective session at the latest, where the tyres will be used for the first time. In case of duo drivers, a maximum of ~~8~~ **12** tyres can be used for a starting number of the vehicle for a season.

Per race event, up to **4** new slick tyres may be registered from the overall contingent of the joker tyres.

The number of wet tyres is unlimited.

The registration and delivery of the tyres take place within a certain time frame, announced by the Series organizer in the Supplementary Regulations, the event time schedule, the briefing or a bulletin. The series Technical Scrutineer reserves the right to change the registration time.

All the tyres that are being used during the 2018 season (incl. official test days), must be ordered in advance and can only be taken from the local Michelin supplier at the meeting. ~~A minimum of 3 new slicks must be ordered from the local Michelin supplier at each race the driver is participating for a race event.~~

Exception: At the first meeting of a driver of the season, a maximum of 4 new slick tyres must be registered for each free practice session. Only tyres purchased from the local Michelin Supplier at the meeting will be accepted.

All free practice tyres must be registered by the Technical Scrutineers before the start of the free practice. Used tyres can't be registered. In case of a duo-entry only the driver new to the 2018 Series may use these extra sets. This entire exception does not apply to drivers entering on a single-race entry but who have competed in the 2018 GT3 Cup Challenge Benelux at another time.

Free practices: For free practices, it is only permitted to use registered tyres. Registered tyres from a previous meeting of the current season can be used.

Driver Swap: If a driver changes a team (or another starting number) during the season, the driver must use his registered tyres (incl. joker tyres) from the previous meetings for this season 2018.

Duo Drivers: A sum of the joker tyres from each duo driver will be taken. That sum may not exceed the quota of the joker tyres for the season. If a duo driver changes a team (or another starting number) with also a duo driver combination and quota of the joker tyres exceeds, no further action will be taken. But no more joker tyres will be allowed for these drivers.

Qualifying & race: Only registered tyres will be permitted. Registered tyres from a previous meeting can be used, but they will count into the tyres quota per meeting. Only registered tyres can be brought to the pit lane for qualifying and races.

Guest drivers: Guest drivers must respect the same regulations than full season drivers.

Reserve drivers: Reserve drivers must respect the same regulations than full season drivers.

Tyre damages: Tyres that are damaged can be changed. In that case, a tyre change must be reported to the Technical Scrutineers.

If one or more tyres are damaged during the meeting they can only be replaced by:

- One of the registered tyres (new or used) for this meeting
- One of the registered joker tyres (new or used) from this season
- A new or used tyre, registered from a previous meeting from this season

The Technical Scrutineers have the right to cancel a damaged tyre registration (in agreement with Michelin) if it seems unsafe to use.

Tyres collective test sessions: The tyres used during **Official Test Days** ~~the collective test sessions~~ will not have to be registered. The number of tyres will not be limited. But the tyres must be ordered from the local Michelin tyre supplier at the race track.

Exceeding the tyre quota:

If the quota is exceeded for a meeting, the relevant vehicle/driver will start from the last position of the starting grid. The stewards will take the final decision.

If the joker quota is exceeded for a season, the decision will be taken by the Stewards.

Treatment:

~~**All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other artificial means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tyres are not allowed to be covered.**~~

Any chemical, mechanical or thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. Cleaning of the rims is permitted. The usage of a device, heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones (“tyre scraping”) is prohibited. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session for the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

Tyre logs: All barcodes of the registered tyres will be recorded in lists and stored by the Series Organiser. The entrant has the right to request the information stored for his/her cars. No tyre can be used that is not listed with the Technical Scrutineers.

Tyre valves caps: Tyre valves caps are mandatory for each session of an event, **only the use of the valve caps and valve inserts, provided by the Official Michelin Tyre Supplier – Kronos Tyres, are allowed. and must be made from metal.**

PGT3CCB suggests that all competitors follow Michelin’s recommendations and instructions relating to tyre pressure and set-up. Only atmospheric air is allowed to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is allowed to refit tyres but the refitting must be performed by the official Michelin tyre supplier. If there is a technical regulation for the direction of rotation from the tyre manufacturer, it is prohibited to mount or use the tyres against this direction on the car. All tyres must be

mounted on the rims in the way that the tyre barcodes is visible from the side of the vehicle.

For drivers who registered for a full season entry for both, PGT3CCB and PCCF championship, the regulations of the organising championship of the particular event, apply. For races in Belgium and The Netherlands the PGT3CCB regulations apply. For races in France the PCCF regulations apply.

	Opening Event	Additional Event	Test day
	Opening event (first race event of a season driver or first race event of a guest driver)	Every additional event (from the second entry of a guest entrant)	Every official collective test days
Slick Tyres Free Practice	Max. amount per car: 4 new slick tyres for each session Used slick tyres are not allowed	Only registered slick tyres from a previous meeting of the current season can be used	N/A
Slick Tyres Qualifying/Race	Max. amount per car: 8 tyres containing: • 2 sets front axle • 2 sets rear axle		N/A
Joker Tyres	Max. amount season per driver: 8 12 new slick tyres Max. amount per meeting per driver: 4 new slick tyres Max. amount per season per starting number of vehicle (duo drivers): 8 12 new slick tyres		N/A
Wet tyres	Unlimited		N/A
Slick Tyres	Min. Amount: 3 new slicks for each race the driver is participating must be ordered from local Michelin supplier at race event		N/A
All tyres used in 2018 season	<i>All the tyres that are being used during the 2018 season (inclusive collective test days) must be ordered in advance and can only be taken from the local Michelin supplier at the meeting.</i>		

Official Michelin Tyre Supplier:

Kronos Racing S.A.

Rue des Pieds d'Alouettes 37

B-5100 Naninne

Belgium

Contact: Charles-Antoine Hastir

Tel.: +32 (0)479 97 15 14

e-mail: charly@kronostyres.com

Alteration 40:

Sporting Regulations 2018

17. Races

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17.5 Pitstop and Pitlane regulations during all sessions

...Only three team members per participating team (all of whom are issued with special identification should an event organizer require this) and drivers wearing their racing overalls are allowed in the signalling area/**pit wall** during practice, qualifying and the race. People under 16 years of age are not allowed in the pit area...

Alteration 41:

Sporting Regulations 2018

17. Races

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17.5 Pitstop and Pitlane regulations during all sessions

Assistance in the pitlane

During a pitstop the following people may enter the working lane of the pitlane **from the moment that the car is fully stopped** and perform the tasks specified below:

- 2x mechanics who can perform any work on the car except that which is specifically forbidden at specific times by these Sporting Regulations. Only two pneumatic or electric wheel guns may be used for wheel changes. These two mechanics may not perform any of the tasks mentioned below should another person be already assigned to do so.
- 1x window cleaner who may not perform any other work on the car
- 1x driver change assistant who may not perform any other work on the car. In case this person assists with the driver change the exiting driver needs to leave the working area as soon as is safely possible. In case the exiting driver acts as the driver change assistant then he is also counted as such.
- 1x team manager overseeing the pitstop who may not perform any work on the car or touch it.

In total a maximum of 5 people (not counting the exiting driver walking away from the car) may enter the working lane during a pitstop. Any other person entering the working lane, marked by the official pit lane line, will be seen as a violation to these regulations, regardless of whether this person is a team member or any other person connected to the team, such as vip guests. **The engine of the car can only be restarted when the four wheels are lowered on the ground.**

Any breach of these regulations, recorded by judge-of-fact marshals to race control, will be penalized with a drive-through penalty. Technicians authorized by the organiser, such as tyre or brake technicians from the respective suppliers, may perform their specifically assigned tasks and/or measurements on the car without being counted as team members.

Alteration 42:

Sporting Regulations 2018

22. Acceptance of the Regulations

With the signature on the “Application for Entry” or the “Application for Single Race Entry” each entrant and driver of the Porsche GT3 Cup Challenge Benelux confirms the acceptance of these Regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and appendices. The entrant and drivers are responsible that all persons connected to their entry will observe and follow the conditions and rules of these Regulations.

If required during the season, the Porsche GT3 Cup Challenge Benelux Regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorisation by the KNAF. This information is to be provided in writing, for example in a bulletin.

! NB. => See Alteration 25

Alteration 43:

Sporting Regulations 2018

25. Specific Regulations

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Team Managers’ Meeting

The Porsche GT3 Cup Challenge Benelux hosts no separate Team Manager’s Meeting (unless otherwise indicated in the timing) **during an event, though teams are encouraged to make sure at least one team representative, preferably the Team Manager, is present during the official Drivers’ Briefing.**

! NB. => See Alteration 33

Alteration 44:

Sporting Regulations 2018
25. Specific Regulations

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Overtaking procedure

Drivers are allowed to overtake: (see also code of driving conduct on circuits of FIA Appendix L)

- ***In the event of a standing start: as soon as the starting lights are extinguished;***
- ***In the event of a start under safety car procedure: as soon as the driver crosses the Line after the safety car procedure was ended;***
- ***In the event of a safety car procedure: as soon as the driver crosses the Line or the intermediate safety car line;***

Alteration 45:

Sporting Regulations 2018
25. Specific Regulations

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Infringements

At the individual events the Stewards of the meeting are responsible for imposing sports penalties on the participants. In addition to the cases listed in the Sporting Code and other Regulations, the following circumstances or offences may always be punished by refusing permission to participate, or excluding a participant from participating, in the event:

- Non-compliance with the prerequisites for participation
- Non-compliance with the Regulations in the code
- Advertising for brands that compete with the Series sponsors
- Unsporting behaviour
- Failure to comply with the instructions of the Series organiser
- Refusal to undergo a vehicle check that has been ordered

If a sports penalty is issued, the costs for special examinations shall be at the expense of the entrant. ***All drivers must comply with the rules specified in the overtaking procedure. All drivers must respect the track limits, defined in accordance with Chapter IV of Appendix L to the International Sporting Code. It is prohibited for the drivers to improve their lap time in qualifying when yellow flag is out in sector.***

Penalties

Following penalties are already defined:

- Time penalties for Overtaking under yellow flag :
 - In qualifying: Annulation of best lap time
 - In race: 5 seconds time penalty
- Overtaking under Safety Car Procedure:
 - 5 seconds time penalty
- ~~***In all cases overtaking is allowed passed the green flag, not before.***~~
- Improvement of lap time in qualifying when yellow flag is out in sector(s):
 - Annulation of time in that particular lap.
- Not respecting track limits, ***as defined in accordance with Chapter IV of Appendix L to the ISC:***
 - in qualifying: ~~***cancellation of***~~ time of that particular lap ***can be cancelled***
 - in race: official warning to driver on 1st and 2nd infringement,
time penalty of 5 seconds per infringement from 3rd infringement on

The fact that penalties have been imposed by the Stewards of the meeting does not rule out more extensive penalties by the relevant ASN or sport's disciplinary body. These disciplinary bodies shall also be entitled to disallow points won in Porsche GT3 Cup Challenge Benelux races.

In the case of disqualification, the points gained for the relevant race shall be forfeited. In the event of exclusion from participating further in the Series, all points won up to that point shall be forfeited.

Alteration 46:

Sporting Regulations 2018
19. Advertising

~~*Upon entering the Porsche GT3 Cup Challenge Benelux and entrant and her drivers acknowledge these Sporting Regulations and thereby acknowledge that the organiser and its partners are granted the right to use all photo and video material produced during the events of the competitors for promotional or marketing purposes.*~~

...

~~*The Series organiser and Porsche GT3 Cup Challenge Benelux sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.*~~

! NB. => Art 19 moved to the Technical Regulations

