

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1 This Schedule shall be read in its entirety and shall take precedence over Appendix 2 Schedule A of the 'National Sporting Code' excepting where an item is not specifically covered within Schedule PC, in which case Appendix Two Schedule A will apply.
- 1.2 All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.
- 1.3 All cars competing in Events to which these regulations apply shall have a valid MotorSport NZ logbook.
- 1.4 **TECHNICAL ELIGIBILITY AND SAFETY EQUIPMENT ENQUIRY:** Where any doubt may exist in understanding any regulation contained within this Schedule it will be understood that it is the Competitors obligation to enquire as to the correct interpretation. All technical eligibility and/or safety equipment enquiry shall be submitted in writing to:
- (1) The Championship Scrutineer, as detailed in the Championship Articles, then to
 - (2) The MotorSport NZ Technical Manager
- All enquiries should detail the article in question and the specific subject matter.
 - A written reply will always be given to a written enquiry.
 - On matters of technical eligibility and/or safety compliance, a verbal statement will have no validity.
- 1.5 Any changes to vehicle specifications as noted in the registration must be advised in writing to the Championship Coordinator at least seven (7) days prior to the meeting at which the proposed change would apply. Failure to do so may result in penalties as per Schedule P.
- 1.6 The wearing of a **Hans Device** as detailed in Schedule A – Article 4.1 (7) is **HIGHLY RECOMMENDED**.

2.0 DEFINITIONS

- 2.1 Definition of terms used within this Schedule shall be referenced from the National Sporting Code, Appendix Two Schedule A, and as detailed below:
- '**MSNZ**' means MotorSport New Zealand Inc, and
- '**Cup Cars**' means Manufacturer produced models for European Cup Race Series; and
- '**CS**' means the Championship Scrutineer; and
- '**ECU**' means engine control unit; and
- '**Manufacturer**' means Porsche AG Stuttgart; and
- '**MY**' means Model Year; and
- '**National Sporting Code**' means the National Sporting Code issued by MotorSport NZ from time to time; and
- '**OEM**' means Original Equipment Manufacturer; and

'Original' means the factory fitted part for that make, model and year, and

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

'Porsche Production Car' means a car manufactured by the Manufacturer, bearing a chassis number and engine number from the Manufacturer, which is of a model type listed in Annex 1 of Schedule PC and which complies in all respects with these regulations; and

'Porsche V Performance Car' means a car manufactured by the Manufacturer, bearing a chassis number and engine number from the Manufacturer, which must be of a model type listed in Annex 1 of Schedule PC and which may be modified to a level as set down in these regulations; and

'Recognition Document' means document of recognition for specifications of eligible cars; and

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

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

'Shock absorber assembly' means the complete damper, springs, spacers, mounts, bump rubbers and fixing parts supplied as original by Porsche for the Car; and

'V Performance' means a Series Production car that has been modified within the regulations.

3.0 ELIGIBLE VEHICLES

3.1 Vehicles eligible to compete in this Championship are shown at Annex 1.

4.0 CLASSIFICATION OF VEHICLES

4.1 The Classification corrections for modified vehicles are shown at Annex 2.

4.2 RACE WEIGHT LIMITS

4.2.1 All Production Cars (refer Annex 1 - 25.1) and Cup Cars (refer Annex 1 - 25.2) shall comply with the minimum weight limits specified.

4.2.2 All 'V Performance' Cars (refer Annex 1 - 25.3) shall nominate their minimum weight to be approved by the PCNZ Race Committee at the time of registration, this may incur penalty points (refer Annex 1 - 25.3.2).

4.2.3 All cars must attain these weights at all times during the competition, with driver aboard and all safety apparel. Where ballast is required, this shall be added only within the confines of the passenger compartment of the car and must be fixed by means of bolts as per Schedule A, Art 6.1. A maximum additional ballast of 5% of the total vehicle weight is recommended in this context.

4.2.4 The weigh scales accepted by the Organisers at any particular Round of the Series will be considered definitive, and the weight of a car established during any qualifying session and/or race will be a finding of fact.

- 4.2.5 The Race Committee will review the performance of vehicles competing within the Series (with particular regard to newly introduced models). In the interests of maintaining close racing within each class the minimum weight may be adjusted for any registered model. Any adjustment will be based on car performance.

5.0 SAFETY EQUIPMENT REQUIREMENTS

- 5.1 The following safety equipment **shall** be fitted to the competing car:
- 5.1.1 Safety cages complying with MotorSport NZ Regulations are mandatory for all cars competing under this Schedule. These safety cages must be homologated by MotorSport NZ.
- 5.1.2 A competition seat, a safety harness, and a fire extinguisher shall be installed, in full compliance with Schedule A.
- 5.2 The following safety equipment **may** be fitted to the competing car:
- 5.2.1 In the interests of driver safety side intrusion bar/s (IMSA bars) that extend into the inner door shell are authorised. As this installation makes it impossible to fit the normal glass window channels and winding mechanism, an aesthetically suitable window made from approved material is authorised.

6.0 BODYSHELL and VEHICLE EXTERIOR

- 6.1 Any car may fit lightweight front wings, bonnets, doors, bumpers and spoilers to standard profile and of acceptable quality. Weight provisions as per Annex 1 and 2 must still be observed. Side and rear window glass in cars classified under 'V Performance' in Annex 2 may be replaced with alternative approved material provided the same rubber mouldings/channels are used and the visual appearance is the same as the glass replaced and subject to the approval of a Series Scrutineer.
- 6.2 Taping of bodywork gaps, spoilers or any profile is prohibited and all body aperture caps and rubber seals must be in place. The removal of auxiliary driving lamps is permitted, provided that apertures are covered with a mesh grille (or blanking panel) and provided that installation and finishing of such is to a high standard. Otherwise, the opening and use of body apertures for brake and/or oil cooling shall be permitted only in accordance with the provisions of Annex 3. Front lights may have lenses covered or replaced with a suitable material of similar contour.
- 6.3 Air scoops for brake and/or oil cooling may be fitted within standard body panels but not so as to extend beyond normal body lines.
- 6.4 Modification or repairs or any other work, including seam welding (excluding cars up to 1977) to any part of the car which the Race Committee consider would improve it (whether as to strength, rigidity or otherwise) beyond the Manufacturer's specification is prohibited, other than fitting an approved rollcage.
- 6.5 No car shall have a chassis which was manufactured in any year later than that which is shown as the year of manufacture of that car on its Series Registration Form.

6.6 Only spoilers specified by the Manufacturer for the registered model may be fitted save that:

- (1)** For all 911 models except Carrera 2/4 derivatives;
 - All pre-1974 model cars may fit 1973 pattern front spoilers and rear ducktail spoilers;
 - All post 1974 models may fit 1984 pattern front spoiler panels;
 - All 1974-1980 models may fit 3.0 Turbo patterns or 1977-1981 sport pattern spoilers;
 - All 1981-1983 models may fit 3.3 Turbo pattern spoilers;
 - All 1984-1988 Carreras may fit the 3.2 Carrera pattern spoiler;
 - All 1994-1998 993 Carreras may fit the OEM Aero spoiler set or Carrera RS spoiler set, and

Any rear spoiler thus permitted may be replaced by a smaller spoiler provided that the replacement spoiler complies with the Manufacturer's specification for a contemporaneous or previous model.

- (2)** Cars with automatically raising spoilers may fix them in the raised position. Whether operating automatically or fixed in place, with the rear spoiler extended, the following dimensions must not be exceeded (measured at vehicle centre line):
 - (a)** Upper edge of engine cover to upper rear spoiler edge - 475mm; and
 - (b)** Lower edge of engine cover to rear spoiler edge - 340mm.
- (3)** 924 models may fit 924 Turbo pattern front spoilers and any 924/944 rear deck spoilers.
- (4)** Any 928 may fit 928S or S4 spoilers.
- (5)** 944 models may fit any 944 pattern spoiler.

6.7 On 911 models, torsion bar cover plates must be kept in place.

7.0 VEHICLE INTERIOR

7.1 Subject to compliance with the overall minimum weight limit referred to in Annex 2 and Schedule A compliance, the following is authorised;

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

8.0 ENGINE SPECIFICATIONS

8.1 All Production Classes must have a standard OEM engine, except as detailed below in article 8.2; otherwise they will be considered as modified and classified in the 'V Performance' Classes Annex 2, 26.4.3. Any alterations / replacement of the Manufacturer's engine parts with aftermarket alternatives must be declared on the driver's Registration Form. In such cases, the Race Committee will consult with the Series Scrutineers and dependent upon such advice, the vehicle may incur 'V' modified penalty points in Annex 2, 26.4.3 'V Performance'.

8.2 Permitted Modifications;

- (1) Drive belts of engine driven pumps may be disconnected.
- (2) Clutch linings are free.
- (3) Clutch pressure plates are free, with the exception for that of the 911 Turbo 3.3 4-speed model, which must comply with the Manufacturer's specification, if competing in Performance Production 26.3.6 as a 'Production car'.
- (4) Air-conditioning equipment may be removed.
- (5) Provision for engine and/or gearbox oil cooling within permitted body panels is free. However ram air supply pipes which increase under-bonnet air intake pressure or fuel cooling are prohibited.
- (6) Engines may be balanced. Minimum removal of metal from moving components, solely for the purpose of balancing in the course of engine assembly, shall not in itself constitute a breach of these Regulations, but if in the opinion of the Race Committee such removal is excessive, unusual or irregular, or may (but not necessarily) result in other improvements or benefits, the work shall be considered a breach of these Regulations.
- (7) The static / dynamic timing advance of the standard ignition distributor is free.
- (8) The engine management system, including the ECU, sensors and wiring loom must remain standard save that the EPROM can be of any manufacture and the software may be modified. Refer Annex 2, 26.3.6.15 and 26.4.3.7 for penalty points allocated for 'chip' changes.
- (9) An additional oil cooler may be added, but this must remain within the bodywork. It must not in any way be associated with or connected to the water-cooling (radiator).
- (10) X drilling of the crankshaft is permitted.
- (11) No other modifications are permitted for cars in Production classes. For the avoidance of doubt, the following points are noted:

8.3 Prohibited Modifications for Vehicles Entered in Production Classes;

- (1) Engines and their ancillaries must be to the Manufacturer's specification for the registered model.
- (2) The flywheel must be of the same weight as the flywheel specified by the Manufacturer for the model as registered.
- (3) Cam timing settings must remain as specified by the Manufacturer for the registered model.

9.0 ENGINE INDUCTION SYSTEMS

9.1 In the Production Classes, turbocharger boost must, at no time during competition, exceed the Manufacturer's specification for the registered model as follows (all measured at 85 deg C engine oil temp):

(1) **911 Turbo:** All 3.0 and 3.3 litre models except US spec - 0.85 bar

(2) **911 Turbo:** 1986 and 1987 US spec - 0.70 bar

(3) **944 Turbo:** 220hp models - 0.75 bar

(4) **944 Turbo:** 250hp models - 0.82 bar

(5) **924 Turbo:** 1979 and 1980 models - 0.73 bar

(6) **924 Turbo:** 1981 model - 0.68 bar

(7) **924 Carrera GT:** - 0.78 bar

9.2 Devices providing variable boost adjustment will not be permitted to be fitted to any car.

9.3 In V Performance modified Classes, the upgrading of Turbo Chargers will incur 4 penalty points as per Annex 2, 26.4.3.11.

Note: It is recommended that Turbo Boost in V Performance Cars be limited to 1.03 bar (~15psi).

9.4 Air filters may be removed. Replacement filters including Pod filters may be used.

10.0 FUEL

10.1 The only fuels authorised for use in competing vehicles at any Round of the Series is as detailed in Appendix Two Schedule A, Article 3.9 Fuel, excepting that leaded Racegas/Avgas is prohibited.

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

10.3 The fuel delivery system must comply with the Manufacturer's specification.

10.4 The original fuel tank must remain in the standard location and comply with the Manufacturer's specification for the registered model. Alternatively, a competition Fuel Cell may be fitted in the same location as per Schedule A.

Note: *MotorSport NZ may introduce a 'control fuel' in the near future. Information will be issued as and when appropriate with a detailed lead-in time.*

11.0 TRANSMISSION

- 11.1 All gear ratios (including crown wheel and pinion) must comply with the Manufacturer's specification for the registered model. No car may have a greater number of gear ratios than offered by the Manufacturer for the model entered. Torque biasing differentials are permitted. Any changes from Manufacturer's specification for model entered must be declared at registration and will incur penalty points per (26.3.6.12) Annex 2 in Appendix 1.
- 11.2 Changes of gearboxes and gear ratios between rounds must be for a valid reason and have the approval of the Series Scrutineers. Such changes must be notified in writing to the Championship Coordinator prior to qualifying for the round at which the application refers to.

12.0 COOLING SYSTEM

- 12.1 Provision for engine and/or gearbox oil cooling within permitted body panels is free, subject to articles 6.2 and 6.3 respectively. Other than air and oil ducting, this does not sanction the use of other artificial cooling measures such as packed dry ice around intercoolers etc. and any such endeavours are prohibited.
- 12.2 Non OEM intercoolers will incur four (4) penalty points in 'V Performance' refer Annex 2, 26.4.3.11.

13.0 EXHAUST SYSTEM

- 13.1 Exhausts are free (with the exception of waste gates). Refer MotorSport NZ Schedule A 3.8.2. All 944 Turbo models may fit an alternate waste-gate.
- 13.2 The use of exhaust headers when not OEM will incur penalty Production Points, refer annex 2, 26.3.6.17.

14.0 SUSPENSION

- 14.1 Suspension units and joints in accordance with the Manufacturer's specification must be retained but strengthening of rear trailing arms is permitted.
- 14.2 Adjustment of position and angle within the scope of the Manufacturer's specification fittings will be permitted.
- 14.3 Shock absorbers are unrestricted subject to their fitting on the original mounting points of the bodyshell. However, the incorporation of any suspension facility not specified by the Manufacturer or additional to the Manufacturer's specification (e.g. coil spring replacing torsion bar or fitment of rose joints) will collect Production Points (Annex 2, 26.3.6). All 924 and 944 models may use adjustable spring platforms on the front strut assemblies.
- 14.4 Springs (including torsion bars) are free but use of non-ferrous materials is prohibited. Adjustable rear spring plates may be fitted to all 911 models.
- 14.5 Any anti-roll bar may be fitted provided it can replace the Manufacturer's anti-roll bar fitted to the car using all mountings as originally intended by the Manufacturer. Such bars may be adjustable. Later model cars may fit earlier model sway bars.
- 14.6 Replacement of rubber with alternative bushing material is permitted.

- 14.7** Strut braces may be installed.
- 14.8** Spindles may be raised up on the front 911 struts or a tie-rod end bump kit may be fitted. This regulation applies only to pre-964 models.
- 14.9** Use of fabricated 'A' arms on 944 models is permitted, as a replacement of the aluminium arms, but these must replicate the standard items in dimensions and function.

15.0 BRAKING SYSTEM

- 15.1** Brakes must comply with the Manufacturer's specification for the registered model entered, save that:
- (1)** Exception 'V' class vehicles (Approved Engine Swaps) refer Annex 1 - 28.0.
 - (2)** Fluid and lining materials are free.
 - (3)** Deforming or removal of the brake backing plates to aid cooling is permitted.
 - (4)** Cooling hoses may be fitted within permitted body panels subject to article 3.3.
 - (5)** Flexible hydraulic brake hoses are free.
 - (6)** Replacement discs may be up to 24mm thick
 - (7)** If a car is registered as either a 911 Cup Carrera or a 911 Carrera RS, replacement discs may be up to 32mm thick.
 - (8)** 'S' type alloy calipers may be replaced by 'A' type cast iron calipers maintaining the same bolt spacing.
 - (9)** Any 924 may fit 924 Turbo or 924S brakes.
 - (10)** The removal of auxiliary driving lamps and use of the openings of same for brake cooling ducts will be permitted.

16.0 WHEELS

- 16.1** Wheels may be of any make. The wheel offset and any wheel spacers fitted shall ensure Schedule A compliance is maintained. In particular, wheel and tyre assemblies shall be contained within the car's bodywork.
- 16.2** Wheels may be up to 7 inches wide. All Production Class cars rim widths are specified in Annex 1 – 25.1. Any wheel widths exceeding the above attract Production Modification Points (refer Annex 2 - 26.3.6.18).

16.3 Wheel diameter shall respect that specified by the Manufacturer including optional specifications listed by the Manufacturer for the registered model, save that:

- (1) Fifteen inch diameter wheels may be used on 911 Carrera Sport models; and
- (2) If a car is registered as either a 911 Cup Carrera or a 911 Carrera RS or, is in "Open", V0 and V1 classes wheels must be sixteen, seventeen or eighteen inches in diameter.
- (3) All four wheels fitted to the car must be of the same diameter unless a situation arises at an event that dictates that different rim diameters are the only available option, in which case the Series Coordinator may approve.
- (4) Any Porsche model may fit 17" diameter wheels due to non-availability of 15" or 16" Bridgestone tyres in suitable widths.

17.0 TYRES

17.1 Excepting the provisions of Article 17.2.1 below, all competing cars shall be fitted with tyres that have been imported by Bridgestone New Zealand Ltd, and are branded Bridgestone. For the purpose of this Series Bridgestone New Zealand Ltd are deemed to be the sole importer of Bridgestone branded tyres.

17.2 The tyres approved for the current Series are as follows;

- Bridgestone RE11S – Type RS
Note: *Open Class to use Bridgestone RE11S tyres only.*
- Bridgestone RE55,
- Bridgestone 540,
- Bridgestone SO2,
- Bridgestone SO3,
- Bridgestone G Grid, or
- Any Bridgestone DOT rated tyre as approved by the Club Race Committee.

17.2.1 Open Class: In the event of the non-availability of the Bridgestone RE11S tyre only, the use of either the Bridgestone RE55 tyre or a Hankook DOT rated tyre is permitted.

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

17.4 Tread depth shall comply with Schedule A - Article 4.8.

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

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

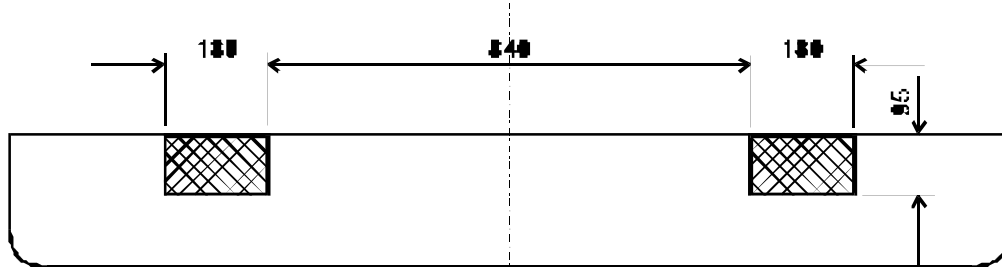
ANNEX 1 - ELEGIBLE VEHICLES & CLASSES

ANNEX 2 - CLASSIFICATION CORRECTIONS FOR MODIFIED VEHICLES

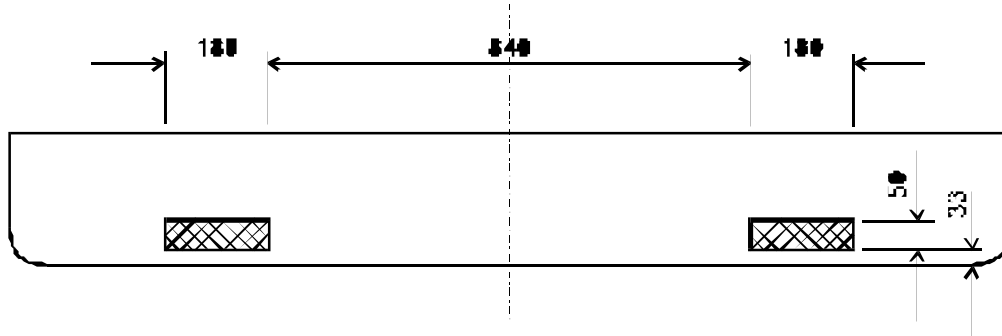
ANNEX 3 - COOLING APERTURES

1. Size and shape of cooling apertures allowable in 911 and 930 front aprons:

Lower Front Apron - Post 1973 vehicles



Lower Front Apron / Spoiler Pre 1974 vehicles



Notes:

1. All dimensions in mm.
2. All apertures to be fitted with mesh grill.
3. All corners have minimum 5mm radius.