

Porsche Sprint Challenge Benelux 2020

Bulletin 1/2020

Supplement to the Regulations 2020

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: 0323.20.191

date: 11th September 2020

Technical Regulations 2020:

Alteration 1:

Part A: 25.1 Cooling system

The classic coolant is prohibited. The cooling system must be filled up with regular water that is mixed with at least 10% of anti-corrosion agent with Porsche spare part number 99710690790

Alteration 2:

Part A, 25.2: Driver weight

After qualifying and race, all drivers must go immediately on a direct route from the Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards. The Stewards will take the final decision regarding a punishment. The drivers will be weighed individually. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers.

During some events it can happen that the drivers will be weighed in the Parc Fermé, on a non-official scale. Any difference between the official driver weight scale and the scale in Parc Fermé will be taken in account.

In particular circumstances after the race, some drivers will need to go to the podium immediately after they got out of the car. For example, when the first 3 cars overall, are stopped under the podium. Those situations will be explained in the drivers briefing. If this case occurs, the drivers concerned need to go the weighing area to determine the drivers' weight, immediately after the

podium. The drivers concerned need to go to the weighing area during the period of time when the Parc Fermé condition is valid.

Alteration 3:

Art. 37 . Brakes

The use of ABS system is allowed. In case an ABS system is mounted, the use of the master brake cylinder with Porsche part nr 991.355.170.8E is mandatory. Any system working like a traction control is strictly prohibited. It is allowed to equip the brake caliper lines with quick connectors.

~~If a Bosch Motorsport M5 ABS system, supplied by Manthey Racing (MTHPN: MTH355400) is used, then it is mandatory to use corresponding brake pads enlisted underneath.~~ The ABS system must not be modified in any way. All genuine parts must be retained and can only be replaced with identical Manthey Racing parts. The Competitor must ensure that the working parameters are identical to the ones reported by the supplier in the setup configuration. Setup can be only modified within the scope of the specified setting range (dry-wet switch, 12 positions switch). The competitor must ensure that the correct ICD & IPS setups are used. The Ecu must be set to ABS mode = ON by using the Bosch RaceCon Software.

Front brake pad:	MTHPN:	MTH 609501	Rear brake pad:	MTHPN:	MTH 609503
Serie number:	E4928CUP023		Serie number:	E4929CUP023	

When an ABS-system is used, following brake pads are also allowed:

Front brake pads: 991.351.942.8A or 991.351.942.8B

Rear brake pads: 991.352.942.8A or 991.352.942.8B

Sporting Regulations 2020:

Alteration 1:

1. Introduction

The Porsche Sprint Challenge Benelux 2020 consists of ~~4 meetings of 3 races each, 12 races in total.~~ **5 meetings of 3 races each, 15 races in total.** The competitions will be run according to the KNAF Reglementen Boek 2020, Autorensport Reglement Nationaal 2020, Benelux Zone Reglement and General Regulations for Series Run on Circuits, and these regulations the 'Porsche Sprint Challenge Benelux' will be referred with the abbreviation 'PSCB'.

Alteration 2:

3.8 ASN delegates

~~See Supplementary Regulations.~~

Mr. Marc Boonman *Permanent Chairman of the Stewards* **(KNAF 21094)**

3.9 Series Officials

~~See Supplementary Regulations.~~

Mr. Pascal Nelissen *Grade Sporting Delegate & Competitor Relations Officer* **(RACB 2283)**

Mr. Tom Cocquyt *Technical Scrutineer* **(RACB 2135)**

Alteration 3:

6.2 Guest/VIP drivers

The PSCB promoter has the right to admit or enter guest drivers at the respective race events as long as they comply with the conditions of the participation rules. Participating guest drivers ~~are able~~ **are not able** to score points for the PSCB general and division classification. Guest starters will be allowed on the podium and receive a trophy if they qualified amongst the Top 3 in their **class division**. In the event of limited number of permitted entries for an event, the series registered drivers will have priority. The PSCB promoter may admit the participation of VIP drivers as guest drivers if they comply with the regulations governing the respective race. Such participants ~~are taken into account within the General and division classification of the PSCB.~~ **are not able to score points for the PSCB general and division classification, but are allowed on the podium and will receive a trophy if they qualified amongst the Top 3 in their division.**

Alteration 4:

8.1.3 Guest and VIP drivers

The Series organiser may admit guest drivers with a valid entrant's and driver's licence in accordance with article 6.2 of these regulations. ~~A guest driver will also score points.~~ **A guest driver will not score points.**

Alteration 5:

8.1.4 Age rules

See KNAF Reglementen Boek 2020, reglement Licenties

Alteration 6:

10.1 Calendar of events

Official Porsche Sprint Challenge Benelux Events

21-22 August	Zolder Fun Festival	Zolder	(B)
25-27 September	GT World Challenge	Zandvoort	(NL)
9-11 October	DTM Zolder	Zolder	(B)
30/10-01 November	Supercar Challenge – Finale Races	Assen	(NL)

Non-Championship Porsche Sprint Challenge Benelux Event

11-13 September	DTM Nürburgring	Nürburgring	(D)
21-22 August	Zolder Fun Festival	Zolder	(B)
11-13 September	DTM Nürburgring	Nürburgring	(D)
25-27 September	GT World Challenge	Zandvoort	(NL)
09-11 October	DTM Zolder	Zolder	(B)
30/10-01 November	Supercar Challenge - Finale Races	Assen	(NL)

Alteration 7:

11.4 Driver pairings:

Cup – Division	Clubsport – Division
Gold (single driver)	Gold (single driver)
Silver (single driver)	Silver (single driver)
Bronze (single driver)	Bronze (single driver)
Gold-Silver	Gold-Silver
Gold-Bronze	Gold-Bronze
Silver-Silver	Silver-Silver
Bronze-Bronze	Bronze-Bronze

Alteration 8:

14. Scrutineering / technical checks:

The following vehicle documents must be presented:

- Technical passport: folder of the car with registration documents of engine, gearbox, chassis, ...
- Certificate for rollover structure
- Certificate for the FT3 Fuel Tank
- **Up to date gearbox logbook**

Alteration 9:

14.4 Data:

The PCCB 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.

Alteration 10:

16.1.4. Joker Tyres:

~~**No joker tires will be allowed.**~~

All entrants are allowed to use 2 joker tyres per season only valid for the long race (55min), 1 front tyre and 1 rear tyre.

Alteration 11:

16.9. Recap table:

Note: The overview found in the table underneath is a brief recapitulation of the detailed tyre regulations found above. In all cases the detailed tyre regulations counts and not this table.

FP	Open, but must be Michelin and bought from the Official Michelin Tyre Supplier
Q & R	- Max. 12 new slick tyres per race event (registered) - Slick tyres from previous meeting (registered) - Wet tyres
Slick Tyres	Max 12 new tyres per race event
Joker Tyres	Not allowed. <i>2 joker tyres per season only valid for the long race (55min), 1 front & 1 rear tyre</i>
Wet Tyres	Unlimited

Alteration 12:

18. Free practise:

~~One-Two~~ free practice sessions of 25 minutes each (unless otherwise indicated in the Supplementary Regulations or Drivers Briefing), **is are** scheduled for each event. The free practice is considered as part of the event, meaning that the provisions in these Sporting Regulations and those in the PSCB Technical Regulations, as well as the regulations of the FIA, the parent ASN and the applicable pit and track regulations of the circuit at which the event is organised have to be adhered to.

Alteration 13:

20.2 Starting procedure

All cars will be lined up in a 1 x 1 staggered formation for standing starts or 1 x 1 side-by-side formation for rolling starts and the rows on the grid will be separated by at least 8 metres. The car appointed to start in first position will be positioned on the pole position location, ~~designated as such by the FIA, and can vary between standing and rolling starts.~~ **designated as such by the circuit licence.**

Alteration 14:

20.3. Starting countdown:

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. 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. 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 in full racing clothing wearing the helmet with their seatbelts fully fastened.

1-minute signal: Engines will be started all remaining people except any officials must leave the grid.

~~15~~ ~~30~~-second signal: ~~15~~ ~~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 15:

20.6. The Races:

The PSCB consists of ~~15~~ ~~12~~ races, divided over ~~5~~ ~~4~~ events, 3 races per event, organised as circuit races. The Sprint races will run to a time limit of 25 minutes. The Endurance race will run to a time limit of 55 minutes.

Alteration 16:

20.6.2. Full Course Yellow (FCY):

20.6.2.1. Placing the race under FCY

- ~~— The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.~~
- ~~— Once under FCY, cars will slow down to 80 kph, in single file, and maintain their distance to the car in front and the car behind.~~
- ~~— Overtaking is strictly prohibited under the FCY.~~
- ~~— All marshal posts will display a waved yellow flag and a board with the indication FCY.~~
- ~~— Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane exit road.~~

20.6.2.2. Access to the pit lane under the FCY

- ~~— The pit lane entry and exit remain open and cars are free to pit.~~
- ~~— Cars going into the pit lane may overtake cars that are on the track once they cross Safety Car Line 1.~~
- ~~— Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.~~
- ~~— On the pit lane entry and exit roads, the maximum speed is also limited to 80 kph.~~

20.6.2.3. End of the FCY period

- ~~— Once the problem(s) is/are solved, the Race Director will return the track to green.~~
- ~~— At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line.~~

20.6.2.4. FCY and Safety Car

~~A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.~~

20.6.2.5. Stop & Go, penalty in the pit lane under the FCY

~~Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty until the race has been resumed.~~

Alteration 17:

21.1. Pit lane safety:

The maximum speed in the pit lane during free practice, qualifying and race 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.

~~During practice and qualifying any driver who exceeds the limit can be penalized with a warning or more.~~ Drivers exceeding the permitted maximum speed during a free practice or qualifying shall be fined, 200 EUR plus 25 EUR for each km/h over the specified limit. The penalty is to be paid to the parent ASN. 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.

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

Alteration 18:

21.3. Assistance in the pitlane:

During a pitstop the following people per car may enter the working lane of the pitlane and perform the tasks specified below:

1x Team Manager: Overseeing the pitstop who may not perform any work on the car.

4 2 x Mechanics: - Who can perform any work on the car except that which is specifically forbidden and/or at specific times by these Sporting Regulations.
- Who can clean the windscreen
- Who can help with the driver change. In case this person assists with the driver change the exiting driver needs to leave the working area as soon as is safely possible.

Maximum two pneumatic or electric wheel guns may be used for wheel changes.

In total a maximum of **5 2** people may enter the working lane during a pitstop.

Alteration 19:

21.5. Mandatory pitstop during the Endurance Race:

During the Endurance Race a pitstop to accommodate the driver change is mandatory. Solo drivers will also have to adhere to all of the regulations regarding the mandatory pitstop as they are applicable to cars with two drivers. ~~But the solo driver will need to simulate a driver change by getting completely out the car touching the ground in the pit lane with both feet.~~ **But the solo drivers can stay seated in their car during the pitstop.**

Alteration 20:

23. TV, broadcasting, advertising and other media rights:

All drivers and teams shall authorize the organiser to use photographs and visual representations of the vehicles used in the series, and the names, photographs and film of drivers, teams and team equipment including the logos and decals of the driver or team sponsors for advertising purposes to enhance the image of the racing series or any of its parts. All drivers and teams shall authorize the Organiser to use or license all photographs of the series and other material relating to the series, including photographs and visual representations of vehicles taking part in the series and the names, photographs and visual representations of drivers and team (including but not limited to the driver's apparel and the team equipment and the vehicle used in the series) which feature the logos and decals of the driver or team sponsors for the purpose of marketing the series or any part of the series.

CUP CHALLENGE BENELUX VRM shall own all copyrights, including but not limited to TV stills of the series.

CUP CHALLENGE BENELUX VRM shall own all shooting/recording and broadcasting rights of the GTP including terrestrial, cable and satellite broadcasting, and all video rights as well as any other rights relating to other media (e.g. Internet). Any type of recording, broadcasting,

rerun or reproduction for commercial purposes shall require the organiser's prior written consent. Upon request, **CUP CHALLENGE BENELUX VRM** shall grant competitors in the GTP the license to use TV footage for trade fairs and internal use on a royalty-free basis, provided that the technical costs are covered. Sponsor licenses, or licenses for advertising or any other commercial purposes shall be requested in writing from the organiser and may be subject to payment of a royalty.