



# P9 CHALLENGE MOTORSPORT REGULATIONS 2018

## P9 Challenge Sprint P9 Challenge Endurance

Approved with no. SE 11/2018 on 12 February 2018

### Preamble

The P9 Challenge Club has as its goal to support and promote amateur motorsport by organizing practice and qualifying sessions and motorsport events at the low cost level.

The P9 Challenge Club offers its members a platform for all questions related to spares, repairs, extensions and racing colours and thereby promotes the acquisition of technical and sporting experience.

The P9 Challenge Club promotes the preservation of vehicles pursuant to Group H national, E1 National, E1 FIA, E2 and FIA Appendix K of the FIA Periods H1 to Period Z (status 2016) for touring cars and GT vehicles, respectively, with the aim of making a contribution to the documentation of motorsport history.

The P9 Challenge Club promotes the common interests of enthusiasts of competitive and GT sports, particularly the fostering of general camaraderie among its members through meetings as well as social and sporting motorsport events.

### 1. General

These Motorsport Regulations apply for the promoter, fischer sportpromotion GmbH, Gistlstr. 103a, D-82049 Pullach, Germany. The promoter is obligated to announce the P9 Challenge event pursuant to the 2018 Motorsport Regulations and to refer thereto in the announcement documents. These Motorsport Regulations shall ensure the equality of opportunities for all participants and be valid for all P9 Challenge events as well as binding for its participants.

The events are to be announced as open club sports events with international participation. The legal basis for these Motorsport Regulations are:

- The FIA International Sporting Code (ISG 2018 "international restricted") incl. appendices
- The OSK National Sporting Code
- The current OSK Track Circuit Regulations
- P9 Challenge Motorsport Regulations 2018
- Announcements of the events with possible changes and modifications.

## **2. Event**

The aim of the event is specifically the improvement of individual driving safety, the mastery of critical situations in the use of public roads, the training of reactions as well as the fostering of safety awareness.

## **3. Participants**

Eligible participants are members of the P9 Challenge Club who possess an international D or C driver's license or a D1 event license with authorization to take part in events abroad valid for the year 2018 pursuant to Art. 6.

Membership starts with acceptance of the membership application by the promoter.  
Membership is terminated in case of death, resignation and/or suspension.

The Board shall make the final decision in regard to acceptance or suspension.

## **4. Application / Registration**

Application (entry) in an event or registration for the series is made exclusively with the 2018 entry form, the FIA HTP, the OSK HTP, or an OSK car card of the corresponding car card or the car pass. The car card or car pass is part of the entry.

2018 entry/registration	€ 600	If paid on or before 14 March 2018	€ 400
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### 4.2 Total starting fee:

Total starting fee Sprint incl. entry:	€ 7,500	If paid on or before 14 March 2018:	€ 6,500
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### 4.3 Entry per event:

Sprint entry / Event until first closing date:	€ 1,250	If paid on or before 14 March 2018:	€ 1,150
Endurance entry:	see entry form Endurance		

## **5. Entry**

The following documents are required for entry:

- P9 Challenge form "Entry 2018"
- FIA HTP, OSK HTP, valid 2018 car pass or 2018 OSK car card
- Optional annual entry form 2018

The promoter is entitled to reject annual registrations or entries at his own discretion.  
Registrations/entries shall be processed in the order of receipt of payment.

The first closing date for entries is in each case 30 days prior to an event. The promoter reserves the right to accept entries or entry changes that arrive later than the first closing date as well as to accept later applications received. Entries or entry changes received after the closing date are subject to an additional processing fee of EUR 50.00.

It is possible to enter an individual event as a guest.

The maximum number of participants permitted depends on the respective specifications of the race tracks, see the current announcement in each case.

**The forms for the P9 Challenge annual registration, entry and car card are available as downloads at [www.P9-challenge.com](http://www.P9-challenge.com).**

## **6. Driver's - Competitor's - License**

Competitor and/or driver's license issued by the OSK or another ASN, at least class D with authorization to take part in events abroad.

A D1 event license can be purchased at the venue (at the race circuit) on presentation of a medical certificate of fitness for a fee of € 71.00. The national codes of the respective host ASN must also be complied with for the issuing of D1 licenses at the venue.

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Participants who are not Austrian citizens must have a domicile in Austria to purchase the event license as well as a release from their respective national association (e.g. DMSB, ASS, etc.). The participant is obligated to apply for permission in time since permits will not be issued at the venue. An annual license from OSK with accident insurance shall be applied for directly from the OSK. The participant is obligated to apply for the license in due time since it is not possible to purchase a license at the venue. **Regulation with DMSB**

Applicants for motorsport licenses over 50 years of age must submit a medical certificate that states that they are fit to pursue motorsports. The certificate must be issued on an official form which can be downloaded from the OSK internet site [www.austria.motorsport.at](http://www.austria.motorsport.at).

This provision applies in particular to the event license. The form signed by a general practitioner must be presented at the venue.

## **7. Accident Insurance**

Holders of a valid driver's license are insured against accidents pursuant to the Automobile Sport Licensing Terms.

## **8. Vehicles and class division**

**The GT vehicles type / model Porsche, Porsche Cup, GT4 and GT3 vehicles from other manufacturers as well as comparable vehicles of Group H national, E1 National, E1 FIA, E2 FIA and FIA Appendix K of the FIA Periods H1 to analog Period Z, respectively, (Status 2016)** must hold a valid registration for public road use in accordance with the Austrian Motor Vehicles Act or in accordance with the statutory regulations of the respective member states of the European Union or Switzerland. The approval for use on public roads can be replaced in all classes by a valid FIA pass or by a national car pass or an OSK car card. The standard series safety standards apply. Safety devices according to Appendix J of FIA are mandated by law.

The promoter reserves the right to classify a vehicle whose class category is not clearly determinable to a guest class or to exclude the vehicle from the competition if the safety requirements are not met.

Classes 1 and 2 are not rated. Class 3 is rated in 4a, 4a in 4b. The 4b and 5a in 5b. Class 5b in 6b.

The promoter has the right to review the technical compliance of the participating vehicles with the Regulations at any time.

The promoter also has the right to have vehicles presented to the vehicle manufacturer at any time for examination of the technical homologation and to subject said vehicle to a thorough examination (scrutineering) or also to conduct said examination at the venue. In the event breaches of the rules are determined in the course of scrutineering, the respective participant/competitor shall assume all costs for the examination incl. transport costs. The arbitration panel can also bar a participant/competitor from the competition.

Until all costs are paid, the promoter has the right to keep the participant's/competitor's vehicle.

Vehicles that do not comply with the Regulations or which are not released for the purpose of technical scrutineering can be disqualified. The entry fee or registration fee will not be refunded.

As a rule, the following shall apply: in case of doubt, the burden of proof remains with the participant.

## **9. Series Calendar**

No.	Date:	Venue	Promoter
1.	Sat. 28 – Sun. 29 April	Hockenheim I	MCS Stuttgart
2.	Fri. 25 – Sat. 26 May	Red Bull Ring	X-BOW BATTLE
3.	Fri. 22 – Sun. 24 June	Monza	Peroni Race
4.	Fri. 13 – Sat. 14 July	Lausitz Ring	fischer sportpromotion

5.	Fri. 24 – Sun. 16 Sept.	Imola	Peroni Race
6.	Fri. 5 Oct. - Sat. 6 Oct.	Hockenheim	DMV weekend

(Version 02 dtd. 5 February 2018)

### **9.1 Schedule**

The order of each event follows a schedule. The promoter reserves the right to change the schedules and to relocate or cancel individual races.

### **9.2 Private Trainings und Tests**

During the week of the respective event, participants are prohibited from driving the race track with a competition vehicle outside of the training times offered by the promoter. (Exception are office test days stipulated by the promoter).

### **9.3 Order of the Events of the Competition / RACE Format**

#### **P9 Challenge "sprint" (Sprint race)**

20 min. free training  
 20 min. qualifying for race 1  
 20 min. qualifying for race 2  
 2 x races (sprint race) 30 min. each

#### **P9 Challenge "endurance" (1 h race)**

20-30 min. qualifying  
 1 60 min. race  
 Special regulations Hockenheim I

### **10. Drivers' Meeting**

All drivers are obligated to attend the drivers' meeting. A penalty of € 100, payable to the OSK, will be levied for non-attendance.

### **11. Execution of the P9 Challenge "sprint" Race**

The P9 Challenge sprint race is held as a performance test, consisting of two sprint races each of 30 minutes duration. The races are rated individually. To be rated, the participant must have completed at least 75% of the driving time of the first competitor in the class. The sprint races are preceded in each case by a 20 min. qualifying. Time keeping is incumbent upon the promoter.

### **12. Execution of the P9 Challenge 1 h "endurance" Race**

The P9 Challenge "endurance" is held as a performance test, consisting of a long-distance race of 60 minutes duration. One and/or two drivers are permitted. To be rated, the participants must have completed at least 75% of the driving time of the first competitor in the class. The endurance race is preceded by a 30 min. qualifying. Time keeping is incumbent upon the promoter.

During the administrative checks, participants must announce at the latest 8 hours prior to the qualifying which driver will be behind the wheel of the stated vehicle during practice and the race.

Every participant must make a mandatory pit stop between the 25th and 35th race minutes (not to start before 25 minutes 00 seconds and not after 34 minutes and 59 seconds). The mandatory pit stop is 120 seconds. Time starts to run as soon as the PIT IN line is passed and ends at the PIT OUT line. The PIT IN line and the PIT OUT line are marked by boards.

Maximum speed in the pit lane is 60 km/h.

The pit stop must be made at the box assigned to the participant. A maximum of 2 mechanics / assistants and or the driver are permitted per vehicle. Once the vehicle has come to a standstill, the engine must be switched off. Tyre changes are permitted during the mandatory pit stop. The pit stop may not take place during a safety car phase or an interruption of the race, unless a vehicle is namely already in the entrance to the pit when a safety car phase is displayed, in which case the driver may make the pit stop. Fuelling is not permitted. A team may apply in writing to the race organizer for permission to refuel the vehicle and stating its reasons for permission to refuel. Refuelling is only permitted in the designated refuelling zone. Only one fuel bottle with a maximum of 25 litres may be used for refuelling. A team member carrying a fire extinguisher with a minimum capacity of 6kg must be in attendance and ready to extinguish any fire. It must be ensured that the car is electrically earthed prior to and during fuelling, that all wheels are on the ground, the engine is switched off, the driver is not belted in and that no other work is being done on the car.

All team members must be equipped with fire-resistant clothing (overalls, gloves, socks, masks or bakkavas and helmets).

Stopping outside of the box assigned to the vehicle is prohibited.

A time penalty will be imposed for cutting short the mandatory pit stop amounting to 5 penalty seconds and 120 additional seconds for each second under the mandatory pit stop time. A drive-through penalty will be imposed for performing unauthorized work on the vehicle, more than two assistants at the vehicle, failing to comply with the mandatory pit stop time window as well as exceeding and/or failing to maintain the maximum/minimum passing through speed. Vehicles that do not make the mandatory pit stop will be disqualified.

The Clerk of the Course shall end the competition 60 minutes after the overall leader has finished the race. All following participants will also be waved down. If the Endurance race is held as part of a longer race, information regarding the end of the race shall be displayed by means of a board or the lap time.

## **12. Execution of the P9 Challenge 2 h / 4 h "Endurance" Race**

If within the framework of the long-distance race, another race lasting 2 hours is to be held at the venue, it is possible to participate subject to entry in due time and in due form. The announced details are binding and valid in each case.

### **12.1 Fuelling Regulations and Safety Car**

The fuelling and safety car regulations act shall comply with the valid FIA regulations and the respective event announcement.

## **13. Starting Line-up**

The pit lane is opened 10 minutes prior to start by means of a green light and signal and is closed 5 minutes later by a red light. Participants who fail to leave the pit lane for the starting grid in due time must make a late start from the pit lane.

The starting grid for the race is determined on the basis of the measured qualifying times of both qualification practices.

As soon as the vehicle reaches its start position, the engine must be switched off.

The starting procedure is as follows:

- 5 minutes board
- 3 minutes board: assistants and officials clear the starting grid, one assistant per vehicle is permitted to remain
- 1 minute board: start engines, all assistants leave the starting grid
- Green flag: start of the formation round

#### **14. Scoring Start (Flying Start) / Scoring End**

The start of the race begins as a so-called "Flying Start". The leading car leads the field at the end of the formation lap at a uniform speed of approx. 80-120 km/h to the starting line. The vehicles must drive next to each other in accordance with the starting line-up. Drivers are obligated to drive over the position assumed in the box (marking of the starting position) in the starting line-up. A distance between vehicles of approx. 3 car lengths of the individual participants must be maintained.

At the end of the formation lap, the leading car leaves before crossing the starting line and from then on the vehicle that is in pole position must maintain the speed and the other vehicles must keep their starting positions. Scoring for each vehicle begins as soon as the Race Director releases the start by signal or flag (video monitored).

Drivers that cause the start to be cancelled or delayed because of their driving, and/or brake abruptly, will be warned and will start at the end of the field during the restart; in the event of several drivers being warned, the order is determined by the practice times from the qualifying rounds. The time lost due to aborted starts can be compensated for as applicable by shortening the sprint race. The Race Director shall be authorized to prohibit overtaking until after the first curve for safety reasons. The winner is the driver that has covered the highest number of laps after expiration of the time or, in the event of an equal number of laps, who first crossed the finish line. The Race Director signals the end of the sprint race with the finish flag.

#### **15. Closed parc/Parc fermé**

The closed parc/Parc fermé regulations apply for all scoring runs. Vehicles of participants shall be driven to and parked in the so-called parc fermé in accordance with the steward's instructions. Vehicles that participated in the qualifying rounds and/or sprint races, but which did not cross the finish line and/or cannot reach the parc fermé under their own power are also subject to the parc fermé provisions. It shall be the participant's sole responsibility to ensure that the vehicle is brought to the parc fermé on time. As appropriate to the given event, the drivers' paddock and the boxes are considered parc fermé. This provision shall be stipulated by the organizer prior to the event.

#### **16. Pit Lane / Drivers' Paddock**

The max. speed to be driven in the pit lane may not exceed the set speed limit. A penalty in the amount of EUR 100, payable to the OSK, will be levied on the first infringement. A second infringement will result in immediate disqualification. The speed is measured by a steward. Persons under 14 years of age as well as dogs (animals) have no access to the pit lane. At the beginning of and during an event all team vehicles in the drivers' facility must be clean, in good condition and lined up in good order. The promoter reserves the right to bar participants from the event until the desired condition is produced.

#### **17. Event Scoring for the P9 Challenge "sprint" and "endurance"**

The results of the 30 min. sprint race as well as the 1 and 2 h races are scored and awarded as separate races. At least 3 participants are required for a class scoring. If the minimum number of participants is not met, participants will be assigned to the next higher or stipulated class. In the annual scoring, these points can be factored into the original class. Vehicles moved to a higher class may accept modifications of the corresponding class. Points scored in the event of a change in class during the season may not be transferred into another class. The first three places in each class receive a cup. Contestants in the guest class have no entitlement or claim to points, scoring and podium.

The awards ceremony is part of the event and attendance is mandatory. No claim to cups and/or honorary prizes exists in the event of unexcused non-attendance of the awards ceremony.

#### **18. Scoring Table P9 Challenge Sprint / Endurance**

Starters in the class →

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	5	7.67	8.5	9	9.33	9.57	9.75	9.89	10	10.09	10.17	10.23	10.29	10.33	10.38
2		4.33	6	7	7.67	8.14	8.5	8.78	9	9.18	9.33	9.46	9.57	9.67	9.75
3			3.5	5	6	6.71	7.25	7.67	8	8.27	8.5	8.69	8.86	9	9.13

4				3	4.33	5.29	6	6.56	7	7.36	7.67	7.92	8.14	8.33	8.5
5					2.67	3.86	4.75	5.44	6	6.45	6.83	7.15	7.43	7.67	7.88
6						2.43	3.5	4.33	5	5.55	6	6.38	6.71	7	7.25
7							2.25	3.22	4	4.64	5.17	5.62	6	6.33	6.63
8								2.11	3	3.73	4.33	4.85	5.29	5.67	6
9									2	2.82	3.5	4.08	4.57	5	5.38
10										1.91	2.67	3.31	3.86	4.33	4.75
11											1.83	2.54	3.14	3.67	4.13
12												1.77	2.43	3	3.5
13													1.71	2.33	2.88
14														1.67	2.25
15															1.63

↑ Place

Equation: (starter placement) : Starter x 10 + 1

### **19. Year-end Scoring of the P9 Challenge "sprint" Race**

The basis of the P9 Challenge "sprint" year-end scoring are the individual scoring races of all P9 Challenge "sprint" events in 2018.

The winner is the driver with the highest number of points. In case of a tie, the majority of the better placements decides. If there is still a tie, the better result of the last scorable race is taken. For class changes which were made due to the minimum number of participants ruling, it is not possible to transfer points to another class.

1 sprint result can be dropped (so-called discarded or discounted results). Disqualification from scoring due to an infringement of the regulations cannot be used as a discounted result.

### **20. Year-end Scoring of the P9 Challenge "endurance" Race**

The basis of the P9 Challenge "endurance" year-end scoring are the individual scoring runs of all P9 Challenge "endurance" events in 2018.

The total year-end scoring per driver considers all overall results for single starters. Points are awarded depending on the duration of the Endurance races.

For a 1 h race:

2 times the number of points pursuant to the Scoring Table 2018.

In the event of 2 drivers per vehicle, points are awarded by percentage in each case per 0.5 h.

Points are awarded based on the P9 Challenge Scoring Table 2018 under Section 18 above.

The first 3 places receive cups at the 2018 year-end party.

### **21. OSK Award Ceremony for the 2018 P9 Challenge Overall Winner**

Within the framework of their annual event to honour the Austrian national champion, the OSK honours the P9 Challenge overall winner 2018. The overall winner is the driver who has scored the highest number of points.

The overall winner(s) of the Sprint 2018 and the Endurance 2018 races are honoured.

### **22. Driving Discipline**

Dangerous passing and braking manoeuvres, reckless driving, accidents, etc. must be avoided and will be reported to the Race Directors, and can be punished with exclusion from scoring.

Collisions between two vehicles can result in exclusion from scoring for both drivers, regardless of fault. Exception: one of the drivers involved submits a declaration of fault in writing. As a general rule, Section 4 of Appendix L of the International Sporting Code apply.

## **23. Infringements against the Motorsport Regulations**

Drivers who knowingly drive their vehicles or use them in practice/performance races in a condition that does not comply with the information stated on the entry form and/or the car pass, or refuse to subject their vehicles to technical controls may - notwithstanding disqualification - be penalized by the permanent stewards or by the OSK sports court.

Any infringement of the technical Regulations from which the driver or participant draws or could draw a competitive advantage is to be penalized at least with disqualification from the daily scoring, will be published, and can be punished by additional sport fines, e.g.:

- Forfeiture of all daily or annual scoring points
- A fine in the amount of at least € 350, payable to the OSK
- Barring from the P9 Challenge events for a period of time (max. 30 days)

The right to impose other penalties over and above those imposed by the OSK/FIA is reserved. The permanent stewards are entitled to disqualify vehicles in contravention of the Regulations without lodging a formal protest.

For irregularities related to the general terms of the OSK for championship type races of the OSK, the following shall also apply:

An infringement of a driver/entrant that is final and absolute and which has been punished with disqualification or suspension in a championship type race of the OSK can be considered in the scoring of the relevant race as follows, if said infringement was stipulated in the series announcement:

- no points will be given for the first infringement in the current season.
- for the second infringement in said season, the vehicle shall be disbarred from the scoring of the championship type competition.

The affected driver/entrant must be informed in writing at the same time with the decision regarding disqualification/suspension of a corresponding decision and must correspondingly be instructed about the driver's right to appeal. The right of the disqualified/suspended driver/entrant to appeal to the national appellate court is not affected hereby.

## **24. Penalty Catalog (Minimum Fines)**

First disregard of flagged signals  
yellow, red, finish flag during the race:  
During training and qualifying:

€ 100 + 1 lap deduction from the race result  
following stewards' decision

Second disregard of flagged signals:  
yellow, red, finish flag during race:  
During training and qualifying:

€ 500 + 3 lap deduction from the race result  
following stewards' decision

Non-attendance of the drivers' briefing:

€ 100

First exceeding of the pit lane speed limit, paddock:  
Second exceeding of the pit lane speed limit, paddock:

€ 100.00  
€ 500.00 + disqualification

Disturbing the peace at night:

€ 500.00

Payable immediately to the OSK.

Additional costs imposed by the circuit operator specifically for:

Excessive contamination / discharge / pollution, leaving tyres, combustibles and lubricants etc. at site  
Disturbing the peace

## **25. Protests**

As a rule, protests can be lodged up to 30 minutes after posting of the results. The right to protest and protest deadlines of the respective ASN apply.



On conclusion of the protest process, the respective unsuccessful party shall bear all costs, in particular, costs for disassembly and assembly. The permanent stewards or OSK shall decide the costs. The protest fee is € 250.-.

## **26. Rights of the Promoter and the P9 Challenge / Advertising**

The promoter of the P9 Challenge reserves the right to make any changes deemed necessary due to force majeure, for safety reasons, due to official regulations, to maintain equality of opportunity, to preserve the attractiveness of the series, in particular regarding the advertisement, schedule, terms of execution, the Motorsport Regulations and also to cancel events. Claims for damages due to these types of measures are excluded.

The promoter has the right to affix his own markings or markings of partners on areas of participating vehicles in the form of corresponding stickers. Said stickers must be left in place during the entire event. (see marking schedule). A penalty in the amount of double the starting fee is due if a participant rejects the series sponsors or fails to adhere to the marking schedule as stipulated.

The protest and appeal rules shall be in accordance with the respective event ASN. In the event of an international appeal, the ISG of the FIA apply. The appeal fee in this case is € 6,000.-.

## **27. Disputes**

In the event that claims are asserted against the promoter or the P9 Challenge, the place of jurisdiction is stipulated as Munich, Germany, and said venue is to be agreed to by each participant in writing within the meaning of Item 28 "General Contractual Declaration of the Participants" stating the entry. The legal relationship between the promoters on the one hand and the participants on the other is governed exclusively by German law.

## **28. General Contractual Declarations of Participants**

a) Exclusion of liability for announcement:

Participants understand and know all risks and dangers of the motorsport and fully accept them. If a participant should be injured during an event, he expressly declares with the submission of his entry form that he approves of all medical treatment, rescue and transport to hospital or another emergency facility. All of these measures will be taken by personnel assigned for this purpose by the promoter to the best of their knowledge of and according to their assessment of the participant's condition. The participants agree to assume all associated costs provided said costs are not covered by the license accident insurance or other insurance policies.

Participants waive all direct and indirect claims for damages against the OSK, its officials, the promoter, organizer or race track owner, as well as all other persons or clubs associated with the event (including all officials and agencies or organizations issuing permits/licenses for the event) as well as entrants and drivers, collectively referred to as "Parties" for themselves and their legal successors thus also for every insurance company with which they may have possibly concluded additional policies.

Through the submission of their entry form for this event participants declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, actions and/or proceedings which could be employed by them or on their behalf against the "Parties". This is in conjunction with injuries, losses, damages, costs and/or expenses (including attorney's fees) which accrue for the participants due to an incident or accident within the framework of this event. The participants irrevocably declare by means of the submission of their entry form for this event that they permanently discharge, release, relieve, protect and indemnify the "Parties" from liability for such losses.

Participants declare with submission of their entry form for this event that they understand the full significance and impact of this declaration and agreement that they enter into these obligations of their own free will and thus irrevocably waive every right to action due to claims against the "Parties" to the extent that said waiving is admissible under Austrian law.

The participants waive for themselves and their legal successors at any rate vis-à-vis the "Parties" thus in particular vis-à-vis the OSK, its officials, the promoter, organizer, or race track owner or the agencies or organizations issuing permits/licenses for this event all claims related to damages of any kind associated with the typical sports risk, in particular to all typical and foreseeable damages. This also applies to the case of slight negligence of the "Parties".

#### b) Arbitration agreement

All disputes between participants and the OSK or its officials as well as between the OSK or their officials with the promoter or organizer for cases of damage (personal injury, damage to property, financial losses) in conjunction with this motorsport event, practice or race are to be decided finally by an arbitral tribunal under exclusion of the court of general jurisdiction.

The arbitral tribunal consists of three arbitrators, namely the umpire and two assessors. The umpire must be an attorney or former judge and experienced in liability issues in conjunction with motorsports.

Each party shall nominate one assessor within two weeks of announcement of the intention to initiate a request for arbitration. If the dispute is referred by several claimants or is an action against several respondents, the appointment of the arbitrator is undertaken by mutual consent between the disputing parties. The assessors select the umpire. If they are unable to agree on an umpire within two weeks, the umpire is to be appointed at the request of one of the assessors in consideration of item b) by the President of the Bar Association of Vienna. The assessors can by mutual agreement replace an umpire so appointed with another umpire at any time.

If a party fails to designate his assessor within two weeks after receipt of a written request to do so by the opposing side, or if several co-parties cannot agree on an assessor within this deadline, the assessor shall be appointed at the request of the other party by the President of the Bar Association of Vienna. This shall also apply if an assessor vacates the office and the affected party fails to designate a successor within two weeks.

If an arbitrator does not accept the office, refuses or improperly delays the exercise the function or becomes unable to act, the aforementioned shall apply mutatis mutandis for the substitute appointment. At the same time, the affected arbitrator shall be recalled.

The arbitral tribunal as a rule has the freedom to organize its proceedings under consideration of the subsidiary, legal provisions. The arbitral tribunal meets in Vienna. The arbitral tribunal can investigate the circumstances it deems necessary to clarify the facts of the case even without a motion and to collect evidence.

The arbitral tribunal makes decisions by majority vote. The arbitration award shall be thoroughly substantiated. The arbitral tribunal shall also decide who will bear the costs both of the arbitration proceedings as well as of legal representation. The arbitrators shall be compensated pursuant to the provisions of the Austrian attorney's fee schedule.

The arbitral tribunal shall also be entitled excluding the courts of law to issue injunctions provided the opposing party was previously given the opportunity to comment. An injunction may also be cancelled by application in the event of major changes in the circumstances.

c) The sport jurisdiction shall not be affected by this arbitration agreement.

## **29. Technical Regulations**

### **29.1. General**

Everything not expressly permitted by these Regulations shall be prohibited. Permitted changes may not entail any unauthorized changes.

**GT vehicles type / model Porsche, Porsche Cup, GT3 and GT4 vehicles from other manufacturers as well as comparable vehicles of Group H national, E1 National, E1 FIA, E2 FIA and FIA Appendix K of FIA periods H1 to analog period Z (status 2017) are eligible to participate. Vehicles are only permitted up to a basic homologation effective 31 Dec. 2015.**

A valid FIA pass, a national car pass or an OSK car card are binding. The series safety standards apply. Safety devices pursuant to FIA Appendix J must be installed.

Every participant may only use one vehicle per event under one start number. The use of a replacement vehicle under the same start number is not possible during the event. If the maximum number of race participants has not been reached for this competition, a replacement vehicle may be entered upon consultation of the stewards.

As a rule, the following shall apply: in case of doubt, the burden of proof remains with the participant.

## Eligible Cars

### 29.2 Classification with Technical Principles

Classification:

#### Class 1a

Classification pursuant to Appendix K, Porsche vehicles up to 3.0l cubic capacity and until year of manufacture 1989. Announcement is made pursuant to FIA Regulations Appendix K. Vehicles must possess a valid FIA HTP (Historic Technical Passport).

#### Class 1b

Classification according to "Group H" up to year of manufacture 1989

Engine type: 911 naturally aspirated engine max. 3.5l cc,  
K-Jetronic  
Engine type: 930 Mono Turbo, max. 3.3l cc,  
Gearbox: Type 915 aspirator 5 gear, Monoturbo 4 gear  
Wheels tyres: Height max. 16", width max. FA 11", RA 14"  
Brakes: max. 930 turbo brake without ABS, balance beam allowed  
Chassis: Tension and compression allowed, external pressure tank prohibited.  
Weight: Aspirator 950kg at finish Monoturbo 1000kg at finish

#### **911, 964, 993 RS / Cup**

Minimum weight: 911 up to year of manufacture 1989 with 964 engine 1080kg  
Minimum weight: 964 RS Cup 1120kg  
Minimum weight: 993 RS Cup 1170kg  
Electronic control unit: no restrictions  
Throttle valve: no restrictions  
Camshafts: max. Series 993 Cup Displacement: 964 3.6l, 993 3.8l  
Exhaust system: 98 dB free as of cylinder head, FIA standard, 100 Zeller catalytic converter,  
Tyres: max. with FA 24 / 25 64 18 RA 27 68 18

#### **944 / 944 Turbo, 968 CS / RS / Cup**

Minimum weight: 944, 968 CS Cup 1150kg  
Minimum weight: 944 Turbo Cup 1170kg  
Electronic control unit: no restrictions  
Throttle valve: no restrictions  
Camshafts: no restrictions  
Displacement: Series  
Exhaust system: 98 dB free as of cylinder head, FIA standard, 100 Zeller catalytic converter  
Tyres: max. with FA 24 / 25 64 18 RA 27 68 18

#### Class 1c

#### **911, 964, 993 RS, Cup RSR**

Minimum weight: 1030kg  
Electronic control unit: no restrictions  
Camshafts: no restrictions  
Displacement: max. 4.0l  
Exhaust system: optional  
Tyres: max. with FA 27 65 18 RA 30 68 18

## 911 Turbo, 964 Turbo, 993 Turbo / GT2

Minimum weight: 1150kg  
Electronic control unit: Series  
Boost intercooler: optional  
Throttle valve: Series  
Camshafts: Series  
Displacement: max. 3.6l  
Turbo-charger: Series  
Exhaust system: optional  
Tyres: max. with FA 27 65 18 RA 30 68 18

### For turbo-engines, modified, tuned and/or platform-mounted vehicles

The following classifications apply:

with air restrictor/s basic engine Porsche type 911 / 964 / 993:

equipped with air restrictor/s pursuant to FIA standard, verifiable at any time at the venue and to be sealed with leads. The maximum permissible displacement is 3,800 cm<sup>3</sup>. The following air restrictors are allowed:

Mono-Turbo 1 x 42.8mm

Bi-Turbo 2 x 29.8mm

## Class 2 GT4

### GT4 Balance of Performance P9 CHALLENGE 2018

No.	Brand	Model	Min. weight kg	BoP kg	cc	Year of manuf.	Restrictor	Boost pressure	Comment
1	Porsche	981 Cayman S	1200		3.4l				
2	Porsche	Cayman GT4 MR	1260		3.8l				
3	Porsche	996 GT3 Cup	1220		3.6l	until 2005			
4	Porsche	996/997 GT3	1250		3.8l				
5	Porsche	997 Cup GT4	1280		3.6l	until 2009			
6	Audi	R8 LMS GT4	tba		tba				
7	BMW	M3 GT4	1330			2012			NAT011-GT4
8	Ginetta	G55 GT4	1110						
9	KTM	X-BOW GTR	1025						
10	Aston Martin	Vantage GT4	1410						
11	Camaro	SS GT4	1440			2012			
12	Maserati	GT MC GT4	1420						

### 996 GT3Cup up to model year 2005 modified

Minimum weight: 1170 kg  
Control unit: no restrictions  
Engine: max. 3.8l, 3 ring piston, aspirator system series - model year 2005, auxiliary throttle valve optional, plenum air-collector from 996 GT3 RS optional  
Camshafts: no restrictions  
Gearbox: no restrictions, no sequential gearbox  
Differential lock: no restrictions

Clutch: no restrictions  
Chassis: no restrictions, Unbal mounting free  
Exhaust system: optional  
Tyres: max. width FA 24 / 25 64 18 RA 30 68 18  
Aerodynamics: Series status up to model year 2005 Gurney Flap optional

#### **997 GT3 Cup up to model year 2009 modified**

Minimum weight: 1190kg  
Control unit: no restrictions  
Engine: Series status up to MY 2009, 3,6l cubic capacity  
auxiliary throttle valve for MY 2007 optional  
Camshafts: no restrictions  
Gearbox: Series status up to MY 2009  
Shift paddle: no restrictions  
Clutch: Series status up to MY 2009  
Chassis: Series status up to MY 2009, Uniball mount without restrictions  
ABS: no restrictions  
Differential lock: no restrictions  
Exhaust system: optional  
Tyres: width FA 24 / 25 64 18, RA 27 68 18  
Minimum weight 1210kg when used up to:  
width FA 27 65 18 RA 31 71 18  
Aerodynamics: Series status up to MY 2009

#### **997 GT3 4.0 road version**

Minimum weight: 1290 kg  
Control unit: series  
Engine: series  
Gearbox: series  
Clutch: series  
Chassis: series  
ABS: series  
Differential lock: series  
Exhaust system: optional  
Tyres: width FA 27 65 18 RA 31 71 18  
Aerodynamics: series

### **Class 4a**

#### **997 GT3 Cup + 997 Cup S + 991 GT3 Cup**

Tech. config.: cup status or homologation  
Minimum weight: 1190kg  
Control unit: no restrictions  
Engine: max. 3.8l cc 3 Ring piston  
Shift paddle: no restrictions  
ABS: no restrictions  
Exhaust system: optional  
Tyres: max. with FA 27 65 18 RA 31 71 18  
Aerodynamics: Series

### **Class 4b**

#### **991 GT3 Cup**

Techn. config.: Cup status or homologation  
Minimum weight: 1190kg

Control unit: no restrictions  
Engine: max. 3.8l cc 3 Ring piston,  
Shift paddle: no restrictions  
ABS: no restrictions  
Exhaust system: optional  
Tyres: max. width VA 27 65 18 HA 31 71 18  
Aerodynamics: Series

### **Class 5a**

#### **996 GT3 R / RS / RSR**

Minimum weight: 1090kg

Technical status: expired homologation by 2004  
Engine: max. 3.8l cc  
Shift paddle: no restrictions  
Clutch: no restrictions  
Chassis: no restrictions  
ABS: no restrictions  
Differential lock: no restrictions  
Exhaust system: no restrictions  
Tyres: max. with FA 27 65 18, RA 31 71 18  
Aerodynamics: see also item 29.17

### **Class 5b**

#### **997 GT3 Cup S over 3.8 l / 997 GT3 R up to year of manufacture 2012 and 997 GT3 RSR 996 + 997 + 991 GT3 Cup over 3.8l cc 964 + 993, Turbo-charged engines air cooling up to 3.8l cc**

Minimum weight: 964/993: 1190kg  
Minimum weight: 996/997/991: 1170kg  
Control unit: no restrictions  
Throttle valve: no restrictions  
Cam shaft: no restrictions  
Engine: no restrictions  
Gearbox: no restrictions  
Shift paddle: no restrictions  
Clutch: no restrictions  
Chassis: no restrictions  
ABS: no restrictions  
Differential lock: no restrictions  
Exhaust system: no restrictions  
Tyres: max. with FA 27 65 18 RA 31 71 18  
Aerodynamics: see Item 29.17

### **Class 6a**

Brand open GT3 race cars for the equality of opportunities are subject to the current version of:  
**Balance of Performance (BoP) for GT3 P9 Challenge      Analog FIA Zone CEZ 2018**

### **Class 6b**

Brand open GT race cars, Porsche 997 GT2 and other turbo vehicles which do not comply with the BoP.

### **29.3 Engine Status**

No restrictions for the engine, provided it is a basic engine of type/model Porsche. Exception class 2 and 6

### **29.4 Exhaust System**

No restrictions for the exhaust system. All catalytic converter must meet the currently valid DMSB regulations for events which fall under DMSB control and authority.

If the promoter's announcement or the Regulations of the race track operator contain deviating requirements, said requirements shall apply.

Measurements were in accordance with the A-weighted sound power level procedure and 100 db(A) sound pressure level procedure. This noise value is determined by means of the OSK near-field measurement method, or the OSK pass-by measurement method. The current OSK noise regulations must be observed.

### **29.5 Clutch**

No restrictions for driver disk and clutch pressure plate. The modification of a dual-weighted flywheel to a rigid flywheel is permitted. There are no restrictions for the flywheel, the type, the number (max. 4 disks) and the diameter of the clutch plates.

### **29.6 Brakes**

No restrictions on the brake pads as well as the type of brake cooling. No restrictions for the brake system, however, it must be a dual-circuit system. The brake disks must be made of a metallic material. (Exception: Class 4, 5, and 6 also approves PCCB from Porsche and ceramic carbon brake disks). Retrofitting to ABS is regulated by class, see item 29.2 Classification

### **29.7 Chassis**

Reinforcement braces front and back are permitted for all classes between the upper wheel suspension attachment points (shock absorber dome). Max. two fixing holes allowed per attachment side. The mounting of the chassis with Uniball bearings and suspension with dampers is governed under Item 29.2 depending on the class.

### **29.8 Gearbox**

No restrictions for the gearbox, provided it is a basic gearbox from Porsche. Number of gears and transmission ratios are governed by the classification (Item 29.2). Sequential gearboxes are permitted as of class 3 and up. Shift paddle gearshift assembly is regulated by class. A mechanical double-declutch linkage is allowed for sequential gearboxes.

### **29.9 Differential Lock**

The ramp angle  $32^\circ \pm 17'$  (traction) and  $45^\circ \pm 17'$  (thrust) apply for the differential lock as the CUP status. The ramp angles are determined from the rotational axis. Combined with the friction disks, this produces a locking effect of 40/60%.

The minimum locking action of the differential lock is achieved when the torque, measured at the half-shaft flange on the gear side, has a value of 60 Nm. The maximum value permitted is 60 Nm.

### **29.10 Tyres and Rims**

Permitted: racing tyres: dry weather slicks and wet weather slicks. Rims: No restrictions on make and type of rim. Only double hump rims made of a metallic material may be used. A maximum of 8 new dry weather slicks are permitted during each event (Sprint). Every tyre is marked with the event number of the P9 Challenge during technical scrutineering (for qualifying sessions and 1st and 2nd race). Already marked tyres may also be used.

Wet weather slicks are exempted from this Regulation. No restrictions on the number of tyres used in classes 1a, 5, 6 and 8. It is not permitted to carry a spare tyre. The pre-heating of tyres is permitted. All mechanical and chemical treatment of the tyres is prohibited.

### **29.11 Mandatory Brand**

Only Michelin brand tyres may be used for the Sprint and Endurance races including the qualifying race. The tyres are labelled by the company Rank. There is no mandatory brand for the guest class for the first event only.

### **29.12 Body**

Non-standard body parts and widening are only permitted to the extent that said changes comply with FIA Appendix J.

### **29.13 Steering**

No restrictions for the steering wheel provided it complies with the motor vehicle regulations of the country in which the vehicle is registered. No restrictions on power steering.

### **29.14 Vehicle Weight**

The vehicle weight (without driver) stated in the registration form may not be fallen short of at any time during the event. The minimum weight depending on the class is defined in Item 29.2. When weight is added, the ballast must consist of solid elements and bolted by means of tools to the floor of the passenger area in such a way that it will withstand an acceleration or deceleration of min. 25 g (gravity acceleration). A simple means of sealing must be provided.

### **29.15 Fuel**

Only commercial unleaded fuel may be used pursuant to the International Sportgesetz (ISG=International Sporting Code) Appendix J.

### **29.16 Fuel Tank**

The standard series tank may only be replaced by a safety fuel tank with a max. fill capacity of 100l compliant to the current FIA standard according to the list dated 28 Sept. 2012. The tank must either be situated at the original mounting location or in the boot. If the series tank is used, filling with Explosafe is recommended.

### **29.17 Aerodynamics / Spoilers**

Aerodynamic aids must not follow the body contour neither from a top nor a side aspect. However, from the front aspect, the aerodynamic aids may not project above the contour of the vehicle, they must lie within the frontal projection (possibly with fender extensions). Exceptions are aerodynamic aids used on the basic model. Aerodynamic aids on the front of the vehicle may not project more than 10% from the wheelbase, measured from the front edge of the body, and not more than a maximum of 20 cm over the front edge of the body. Aerodynamic aids on the rear of the vehicle may not project more than 20% of the wheelbase measured from the back edge of the body, and not more than a maximum of 40 cm over the back edge of the body. Series spoilers may be removed. The Gurney Flap of type 997 GT3 Cup may be used in all classes.



### **30. Safety Equipment for the Driver**

Protective helmet see FIA lists 25 and 33.

Driver suit, undergarments (with long arms and legs), balaclava, socks, shoes and gloves pursuant to the valid FIA standard 8856-2000.

HANS system: The use of the HANS system pursuant to FIA standard 8858-2002 is mandatory. Exclusive use of FIA homologation parts in compliance with specifications pursuant to FIA HANS Manual in the current version. It is the exclusive responsibility of the participants and not the promoter to make the necessary modifications of the driver equipment for the use of a HANS system and its installation in the vehicle.

### **31. Safety Equipment for Vehicles**

#### **Towing eyes/devices:**

The vehicles must be equipped with a sufficiently dimensioned towing eye/device in front and back and marked in the colour red, yellow or orange (in compliance with Art. 253)

#### **Windshield:**

All vehicles must be equipped with a laminated glass windshield. Alternatively, a windshield made of a sheet of at least 5 mm thick polycarbonate is permitted.

#### **Exterior rear view mirrors:**

One exterior rear view mirror each must be available on the right and left side of the vehicle. The minimum surface area per mirror is 90 cm<sup>2</sup>. A template measuring 6 x 5 cm must be able to be placed in each mirror.

#### **Rollover cage:**

A rollover cage in accordance with FIA/OSK/DMSB is required (Proof Manufacturer Certificate). Protective padding must be mounted in the area of the driver's head. FIA Homologation Standard 8857-2001 Type A.

#### **Seat:**

Sport or racing seats are permitted, they must comply with FIA standard 8855-1999 or 8862-2009 and have a valid FIA homologation in accordance with Appendix J Art. 253.16. Valid 5 years as of date of manufacture.

#### **Fire extinguisher:**

All vehicles must be equipped with a fire extinguisher. Permitted extinguishing agents and their minimum amounts are: standard powder 4.0 kg or AFFF 2.4 litre, or Zero 360 (gas) 2.0 kg. An fire extinguisher system is recommended that complies with FIA Art. 253.13 Appendix J.

This volume may be distributed between a maximum of two containers. AFFF fire extinguishers must also be equipped with a system that allows the pressure of the content to be determined. The following information must also be visible on every extinguisher:

Volumetric capacity, type of extinguishing agent, weight or volume of the extinguishing agent, date of inspection of the extinguisher.

The date of the last inspection may not be longer than 2 years. The fire extinguisher is to be mounted in such a way that it will withstand a deceleration of 25 g. Only quick-release fasteners made of metal strips (at least two) are permitted for the mounts.

#### **Fire protection:**

The standard liquid-tight, flame-retardant protective walls may not be modified between the engine bay and passenger cell as well as between the passenger cell and fuel container.

#### **Circuit breaker:**

A circuit breaking system is compulsory pursuant to FIA Art. 253.13 Appendix J.

#### **Safety belt:**

At least one 4-point belt is compulsory. FIA standard 8853-98 or 8854-98. The homologation number and the label "not valid after this date" must be visible on each belt. The safety belt is valid until the date specified.

#### **Hood fasteners:**

Hood fasteners for engine compartment lid and boot lid are permitted in accordance with FIA Regulations.

**Door nets:**

The use of window nets is optional pursuant to FIA Regulations.

**32. Validity of the Regulations**

The Regulations are valid for 1 year, until 31 Dec. 2018

Approved

In conjunction with OSK letter dated 12 February 2018

Registration no. SE 11 / 2018

Österreichischer Automobil-, Motorrad- und Touring Club  
Oberste Nationale Sportkommission für den Motorsport

The President

Prim. Univ.-Prof. Dr. Harald Hertz