

**PORSCHE**

**CARRERA CUP  
BENELUX**

## **Porsche Carrera Cup 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: 0323.20.110**  
**date: 11 March 2020**

**Technical Regulations 2020:** Autosport Federatie

#### **Alteration 1:**

Part A: General technical rules

2. Principles of the Technical Regulations in accordance with

- FIA ISC, Appendix J, Art. 251–253, 277
- These PCCB – PART 2 - Technical Regulations
- PCCB - PART 1 - Sporting regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG found on the PMRSI - website
- Spare parts catalogues of the eligible vehicles
- General provisions, definitions and clarifications regarding the technical rules
- Wiring diagrams of the eligible vehicles
- ***Software information from Porsche AG***

## **Alteration 2:**

Part A: General technical rules

### 16. Seals

All competing vehicles must have the factory seals from Porsche AG or PCCB seals mounted on the engine, ~~gearbox~~ and ECU. If seals and marks are applied to the vehicle by the Technical Scrutineers, Porsche AG or the PCCB these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered. The Stewards will decide the final penalty for this infringement.

## **Alteration 3:**

Part A: General technical rules

### 16. Seals

#### **16.3. Gearboxes**

***If a gearbox doesn't have its factory seals anymore, then it is mandatory to keep a detailed maintenance history of the gearbox. A logbook that needs to be downloaded from the series website must be kept up to date. The entrant must be able to show the logbook during the Technical Scrutineering.***

## **Alteration 4:**

Part B: Specific Technical Regulations, Porsche GT3 Cup, Type 991, Gen II (MY 2017 – 2019)

### 23.4.2. ABS System:

The use of any system working like an ABS system is strictly prohibited in the **“Pro” – class and “Pro-Am” – class**. For easier handling and more versatile use of the cars beside the PCCB, it is allowed to have certain ABS-system parts mounted in the Cup car as listed in the following description.

- The ABS hydraulic power unit is prohibited
- The ABS dummy block (Manthey Pn: MTH355225) must be used instead of the ABS hydraulic power unit
- The ABS cable loom may be mounted in the Cup car, but may not be electrically connected to the car.
- The original car's cable loom must be connected as in its original state using the original sensors.

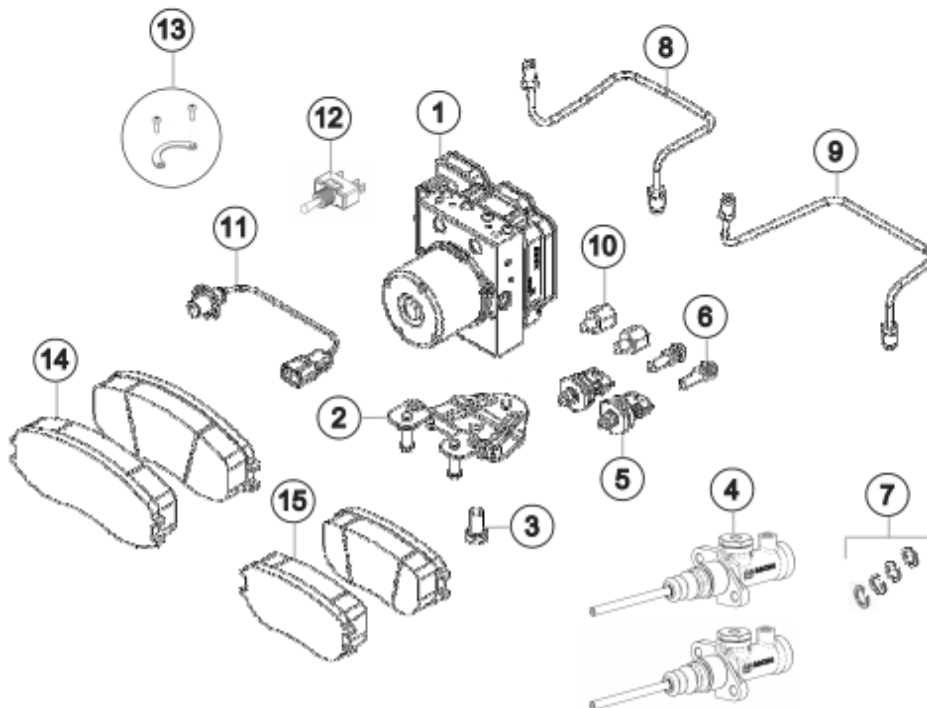
***All vehicles competing in the 'AM' class must be equipped with the Bosch Motorsport M5 ABS system, supplied by Manthey Racing (MTHPN: MTH355400). For the other classes an ABS system strictly prohibited. The ABS system must not be modified in any way. All genuine parts must be retained and can only 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.***

***The following brake pads are mandatory to use with this ABS:***

<b><i>Front brake pad:</i></b>	<b><i>MTHPN:</i></b>	<b><i>MTH 609501</i></b>
	<b><i>Serie number:</i></b>	<b><i>E4928CUP023</i></b>
<b><i>Rear brake pad:</i></b>	<b><i>MTHPN:</i></b>	<b><i>MTH 609503</i></b>
	<b><i>Serie number:</i></b>	<b><i>E4929CUP023</i></b>

The ABS M5 kit includes the following parts list:

Pos.	Description	Part-No	Amount
1	ABS hydraulic unit	F 02U V05 286-01	1
2	Mounting plate hydraulic unit	99135513501	1
3	Fixing screw M10x1	n.a.	1
4	Master Cylinder	9913551708E	2
5	Pressure Sensor	0261545040	2
6	Screw Plug	n.a.	2
7	Sealing Ring 10x13.5	90012303320	4
8	Connecting Cable HBZ1 to Hydraulic Unit	MTH355401	1
9	Connecting Cable HBZ 1 to Hydraulic Unit	MTH355402	1
10	Cable Adapter M10x1 to M12x1	n.a.	2
11	Rotary Selector 12 stages complete	MR002058	1
12	Dry/Wet Switch	MTH355230	1
13	Mounting Kit Diagnostic Connector	F 02U B01 028-01	1
14	Brake Pad Set Front Axle Cup Gen.II	MTH609501	1 Set
(14)	Brake Pad Set Front Axle Cup MR	MTH609511	1 Set
15	Brake Pad Set Rear Axle Cup Gen.II	MTH609503	1 Set
(15)	Brake Pad Set Rear Axle Cup MR	MTH609513	1 Set
o.B.	Dust protection caps	MR017462	2
o.B.	Lettering Dry / Wet Switch (Sticker)	n.a.	1
o.B.	Main Cable Harness including fuse carrier	MTH355403	1
o.B.	Wiring Harness rear	MTH355404	1
o.B.	3M 3751 Dual Lock Velcro Tape	MR013069	0,1m



## **Sporting Regulations 2020:**

### **Alteration 5:**

Name of the Series: Porsche Carrera Cup Benelux  
Status of the Events: International (Entered in the FIA calendar)

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Cup Challenge Benelux B.V., hereinafter called the Series organiser, is hosting the Porsche Carrera Cup Benelux for 2020.

The Porsche Carrera Cup Benelux is registered as an FIA International Silver Level Series.

Organisation: Cup Challenge Benelux B.V.  
**Maastricht Randwyck**  
**Robert Schumandomein 2**  
**6229 ES Maastricht**  
THE NETHERLANDS

Contact: Olivier Aerts  
Series Manager  
Mobile: +32 477 28 26 29  
E-mail: olivier.aerts@drivingforce.be  
Home page: www.carreracupbenelux.com

### **Alteration 6:**

2. Organisation  
2.4. Name of the organiser/promoter, address and contacts (permanent office)  
Cup Challenge Benelux B.V.  
**Maastricht Randwyck**  
**Robert Schumandomein 2**  
**6229 ES Maastricht**  
**THE NETHERLANDS**  
**T +31 (0)43 790 1000**

### **Alteration 7:**

2. Organisation  
2.7. Names of the Race Direction  
~~Mr. Jeroen Frieman Race Director (KNAF 10315)~~ Mr. Pierre Delettre Race Director (RACB 0579)

### **Alteration 8:**

8. Classes & driver categorisation:  
**8.1. ABS-System**  
**An ABS-system is forbidden in the “Pro” – class and the “Pro-Am” – class.**  
**In the “Am” – class the Bosch Motorsport M5 ABS system, supplied by Manthey-Racing is mandatory.**

## **Alteration 9:**

### 4. Entries

#### 4.1. Registrations/entries, entry closing date and obligation to participate

The closing date for a full season entry into the PCCB 2020 has been set on April 1st, 2020. After this date only, single round entries are accepted, **the Series Organiser may, at his sole discretion, accept a full season entry that is received after this date.** Only when the complete entry fee relevant for the entry has been received by the organiser can a participant enter the Championship or a single event. The entrant must submit his/her application by using the form provided by the Series organiser “Application for Entry”. Extensions to a registration that has already been submitted and accepted are excepted from this regulation. Relevant is the date of receipt of the “Application for Entry” with the Series organiser.

**All hospitality, entertaining and/or team catering structures organised by the driver/competitor/team will be prohibited in the Series paddock.**

Any entry consists of a driver-car-team combination. This means that any change of driver on a car/team, will require a new entry form and entry fee pro rata.

The application, which must be filled in fully and signed, is to be sent to the following address:

**Cup Challenge Benelux BV**  
**Maastricht Randwyck**  
**Robert Schumandomein 2**  
**6229 ES Maastricht**  
**The Netherlands**  
**Olivier AERTS**  
**olivier.aerts@drivingforce.be**

#### 4.2. Entry fees

- |  |                    |
|--|--------------------|
| • Full Season Entry Fee (payment before 1st February 2020) | 19.500 EUR ex. VAT |
| • Full Season Entry Fee (payment after 1st February 2020)  | 21.000 EUR ex. VAT |
| • Single Race Entry Fee                                    | 3.800 EUR ex. VAT  |

#### **Included in the Full Season Entry Fee:**

- Entry fee for one vehicle and one Driver for a full season of 6 PCCB racing events
- 8 support paddock passes per racing event
- 2 parking passes for support-event car park
- 4 catering passes

#### **Included in the Single Race Entry Fee:**

- Entry fee for one vehicle and one Driver for a single race event
- 8 support paddock passes for one race event
- 2 parking passes for support-event car park for one race event
- 4 catering passes for one race event

## **Alteration 10:**

### 7. Events

#### 7.1. Calendar of events

<b>17 April</b>	<b>Official Test Day</b>	<b>Spa</b>	<b>(B)</b>
<b>24-26 April</b>	<b>DTM</b>	<b>Zolder</b>	<b>(B)</b>
<b>29-31 May</b>	<b>Pinksterraces</b>	<b>Zandvoort</b>	<b>(NL)</b>
<b>26-28 June</b>	<b>Blancpain GT4 series</b>	<b>Zandvoort</b>	<b>(NL)</b>
<b>10-11 July</b>	<b>25h Fun Cup</b>	<b>Spa</b>	<b>(B)</b>
<b>11-13 September</b>	<b>DTM</b>	<b>Nürburgring</b>	<b>(D)</b>
<b>2-4 October</b>	<b>DTM (final)</b>	<b>Hockenheim</b>	<b>(D)</b>

## **Alteration 11:**

### 27. General safety

Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger. During practice and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits. A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated space, the pit lane or on the starting grid. At no time may a car be reversed in the pit lane under its own power. Drivers safety clothing must at all times comply with the regulations stipulated in the PCCB Technical Regulations. It is the drivers' responsibility that all clothing is worn properly and that at all times the seating position is correct and the seatbelts correctly closed. Especially the latter will be checked by representatives of the organiser at the start of sessions or after pitstops with driver changes. Any compromise to safety that is detected will be punished by the Stewards.

***The competitor must ensure that each driver has completed and passed the E-learning Track Safety Test in 2020, before taking part in the driver's first competition of the Series. An email link will be provided by the Series Organiser to be able to do the test in advance. Furthermore, per event 3 drivers will be selected to do the E-learning Track Safety Test once again.***

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## **Alteration 12:**

### 13. Scrutineering/Technical Checks

The drivers or their representatives must present their race vehicle and the compulsory driver's safety equipment at scrutineering. The vehicle must be presented in the configuration as it will be used in the competition (including starting numbers) and it must comply with the applicable Technical Regulations. 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**