



The Stuttgart Cup – Porsche Cayman and Mission Foods GT3 Cup Competition Rules – 2018

Effective Date 3/1/2018

Notice and Disclaimer

- The rules and regulations of the Stuttgart Cup as herein set forth, are designed to provide for competitive and orderly auto racing activities and to further participant safety.
- Auto racing is, however, an inherently dangerous activity that can result in death or serious injuries. By participating in Stuttgart Cup activities, each participant acknowledges the risk inherent in auto racing.
- Stuttgart Cup specifically disclaims any and all warranties express or implied, including but not limited to warranties of safety or fitness for a particular purpose that may arise from the publications of Stuttgart Cup rules or participant compliance with Stuttgart Cup rules.
- The Stuttgart Cup further makes no warranty as to the safety of Stuttgart Cup participants even if all safety precautions required by the Stuttgart Cup rules are followed.
- Participant agrees that it shall be the sole responsibility of participant to comply with Stuttgart Cup rules as well as any installation and/or maintenance instructions of safety device or system manufacturers. It shall not be the responsibility of the Stuttgart Cup to detect the absence of or improper installation of safety devices or systems.
- It shall be at the discretion of participants to incorporate any and all such devices and systems as they see fit for their personal safety. Personal safety in no way is to be considered or used as the ability to gain competitive advantage or to violate the spirit or intent of the Stuttgart Cup rules. Only modifications to the vehicle specifically permitted by the Stuttgart Cup rules as set forth in this document are allowed.
- By event registration, participants of Stuttgart Cup auto racing activities acknowledge the receipt of the Stuttgart Cup rules and the contents of this notice and disclaimer.

Advertising and Promotion Release

- By registering to participate in a Stuttgart Cup event, each participant grants to the Stuttgart Cup, its duly authorized agents and assigns, an exclusive license to use and

sublicense his or her name, likeness and performance, including photographs, images and sounds of such competitor and/or any vehicle(s) with respect to which the competitor competes in Stuttgart Cup events, in any way, medium or material (including but not limited to broadcasts by and through television, cable television, radio, pay per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by Stuttgart Cup, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or reporting any Stuttgart Cup event before, during and after such event. In addition each participant hereby relinquishes to Stuttgart Cup exclusively and in perpetuity all rights thereto for such purposes.

2018 Stuttgart Cup RULES

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Stuttgart Cup

This spec racing series, its success and your enjoyment rely heavily on rules compliance.

Part 1: Defining Allowed Modifications

Only modifications specifically defined “allowed” in the following Parts are permitted. Unless these rules specifically say it is allowed to make the change, or add the item, DON’T.

Part 2: Owner-of-Record/Driver/Prep Shop Responsibility

- 2.1) Neither the Series nor its Officials have the responsibility to determine that a vehicle is either safe or rules compliant.
- 2.2) It is the individual obligation of the owner-of-record, the driver and the prep shop to assure compliance with any and all Stuttgart Cup rules.
- 2.3) It is equally and independently the responsibility of the owner-of-record, driver and prep shop to always maintain the Stuttgart Cup race car in safe working order, and compliance with the rules.
- 2.4) The Series, and its Officials may determine that unsafe and non-compliant conditions exist and require remediation.
- 2.5) Changes made without knowledge of any one or more of the owner-of-record, the driver and the prep shop are not defense for penalty and remediation.
- 2.6) Any and all cost incurred by the Series, or its designee, to examine or dismantle any piece or part (i.e. engine, transmission, etc.) to determine legality, or resolve a dispute of legality, will be at the expense of the owner-of-record.
- 2.7) All Stuttgart Cup competition vehicles must be equipped with two-way-radio communication systems maintained in proper working order.
- 2.8) Anytime a vehicle is on-track a designated team member must have immediate radio access to the driver to facilitate pertinent information by a Stuttgart Cup Official.
- 2.9) It is the responsibility of the owner-of-record, driver, or prep shop to assure all current team frequencies are on file with the Stuttgart Cup.

Part 3: Rule Infractions

- 3.1) Rule infractions will not be tolerated.
- 3.2) At the discretion of the Series, a competitor violating any Stuttgart Cup rule will be penalized.
- 3.3) The penalty for rule infraction may be financial, partial or total loss of accrued series points, immediate probation or suspension of competition privileges, or, in the case of severe or blatant violations, exclusion from multiple competition events, or all future events.
- 3.4) Multiple penalties may be imposed.
- 3.5) Interpretation and application of Stuttgart Cup rules by the Series, or its Competition Director shall be final and binding.
- 3.6) Interpretations and enforcement of Stuttgart Cup rules by the Series, or its Competition Director are non-litigable.
- 3.7) A competitor who believes another owner-of-record/driver/prep shop has violated Stuttgart Cup rules may lodge a complaint or protest with the Series

Competition Director who will have sole discretion of action(s) to be taken. Malicious, frivolous, or bad faith complaints may be penalized.

Part 4: Vehicle Eligibility

- 4.1) Stuttgart Cup vehicle eligibility is limited to any Porsche Cayman or Boxster, that are USA specification cars.
- 4.2) Stuttgart Cup Officials, exclusively, will determine a vehicles eligibility to meet specification for competition in the Series including any equipment or part.
- 4.3) Only paint schemes, or wraps approved by the Series are allowed.
- 4.4) All cars are requested to have either Series approved, or historic paint schemes: e.g. Martini Racing, Rothmans, Gulf, Hippie Car, etc. Reasonable variation to historic liveries for current sponsor branding is allowed. There will be additional points available for the year end championship for cars participating with historic paint schemes.
- 4.5) Duplicate paint schemes, or wraps are NOT allowed.

Part 5: Engine

- 5.1) Update or backdate with year, make and model is allowed.
- 5.2) Factory Porsche 3.8 throttle body, PN997-605-116-01 and manifold PN 9A1-110-020-03 AS resonance D, is allowed.
- 5.3) Modifying the air cleaner inlet to accept Rule 5.2 is allowed. Airbox body must be retained in original location.
- 5.4) Changing the induction system air filter element is allowed, nut must retain OE dimensions and location.
- 5.5) Any engine exhaust and header system beginning in the head is allowed.
- 5.6) Removal of air conditioning hoses, condenser and compressor is allowed.
- 5.7) Any radiator installed in the stock location is allowed.
- 5.8) Only water and water wetters in the cooling system are allowed.
- 5.9) Any steel or aluminum flywheel with heavy duty multi-disc clutch assembly with minimum diameter of 5.5 inches is allowed. Carbon clutches are NOT allowed.
- 5.10) Only data acquisition which records and stores data for driving coaching is allowed.
- 5.11) Only the Porsche factory OE DME of year, make and model is allowed.
- 5.12) Any flash is allowed.
- 5.13) Any engine pulley is allowed.

Part 6: Fuel

- 6.1) Only unleaded non-oxygenated street, or race gasoline is allowed.
- 6.2) Only non-oxygenated bearing additives, like Z-Max, for lubrication are allowed.
- 6.3) Fuel samples may be taken, or spot tests administered pursuant to Part 14.

Part 7: Suspension

- 7.1) Any street body two way adjustable shock and valving are allowed.
- 7.2) External reservoirs are allowed.
- 7.3) Replacement of suspension bushing material is allowed. Original axis must be maintained.

- 7.4) Replacement springs are allowed.
- 7.5) Replacement of toe links/bump steer links are allowed.
- 7.6) Replacing suspension bushings with monoballs is allowed.
- 7.7) Porsche OEM GT2/GT3 type two-piece lower control arms are allowed.
- 7.8) A 96.5 in (2,451.1mm) maximum wheelbase for Porsche Caymans and Boxsters 1996-2012 is allowed.
- 7.9) Wheelbase will be measured from the center of the front stub axle to the center of the rear stub axle.
- 7.10) Replacing the front or rear swaybar with aftermarket swaybars affixed to OEM swaybar mounting points is allowed.
- 7.11) Cockpit adjustable swaybars are NOT allowed.
- 7.12) Front upper camber plates are allowed.
- 7.13) Rear monoball shock plates are allowed.

Part 8: Tires and Wheels

- 8.1) Only the Pirelli 18-inch diameter Series-spec tire is allowed.
- 8.2) Maximum wheel width and size: Front 9"x18"/Rear 10"x18" is allowed.
- 8.3) Wheel spacers are allowed.
- 8.5) Replacement of wheel bolts with studs is allowed.

Part 9: Brakes

- 9.1) Replacement of OEM brake lines with stainless steel brake lines is allowed and is MANDATORY.
- 9.2) Ducting air to rotors is allowed.
- 9.3) Removal or modification of dust shields (backing plates) is allowed.
- 9.4) Any brake fluid that meets or exceeds DOT 2 Spec is allowed.
- 9.5) Removal of hand brake components is allowed.
- 9.6) Any brake pad and material that fit rules compliant rotors are allowed.
- 9.7) Any 14 inch steel brake rotor is allowed.
- 9.8) Front caliper pistions which do not exceed six (6) calipers are allowed.
- 9.9) Rear caliper pistions which do not exceed four (4) calipers are allowed.
- 9.10) Any Porsche factory single master cylinder is allowed.

Part 10: Transmissions

- 10.1) Only stock manual Porsche transmissions of year, make and model as delivered from the factory are allowed.
- 10.2) Any differential is allowed.
- 10.3) Any modification to, or substitution of a shifter mechanism to reduce range of motion is allowed.
- 10.4) Sequential shifters are NOT allowed.
- 10.5) An external oil cooler and pump is allowed.

Part 11: Body/Chassis/Interior

- 11.1) A fuel cell is highly recommended but not required.
- 11.2) Sheet metal modification required for installation of a fuel cell in the spare tire compartment is allowed.
- 11.3) Only fuel cells that meet or exceed FIA certification are allowed.
- 11.4) Only fuel cells with a capacity no larger than 16.9 gallons (OEM spec) are allowed.

- 11.5) Through the hood dry break fueling systems, or dry break instillation behind the stock fuel flap are allowed.
- 11.6) Any driver seat that meets FIA safety standards is allowed. If requested, FIA documentation must be supplied.
- 11.7) Passenger seat removal is allowed.
- 11.8) Any steering wheel and shift knob, with exception of wood, is allowed.
- 11.9) Steering wheel quick release is allowed.
- 11.10) ITC front splitters and Cayman Interseries style rear wing, mounted in their original location are allowed.
- 11.11) Retention of the front lip spoiler as delivered from the factory is allowed.
- 11.12) Removing interior panels, except main dash panel, is allowed. Interior door opening pulls must be in place.
- 11.13) Modification of the main dash, only for roll cage installation is allowed.
- 11.14) Additional gauges are allowed, but stock dash gauges must be retained.
- 11.15) Removal of headliner is allowed.
- 11.16) Deactivation of airbags is MANDATORY, airbag removal is allowed.
- 11.17) Removal of all carpeting, sound-deadening and heat shield material is allowed.
- 11.18) Removal of radio/PCM components and climate control system is allowed
- 11.19) Removal of center lower dash or modification with a panel of material acceptable at inspection is allowed.
- 11.20) Removal of the center console is allowed.
- 11.21) Battery replacement, retained in the stock location, is allowed.
- 11.22) A battery strap shall be attached securely to the chassis by a bracket independent of the factory battery mounting system. The bracket shall snugly cradle the battery on two sides and across the top. The hot terminal of the battery shall be properly insulated at all times.
- 11.23) Installation of driver service equipment is allowed, e.g. cool suit, helmet blower, radio, cameras, etc.
- 11.24) Crash bars installed fully hidden behind the front and rear bumper facia are allowed.
- 11.25) All air-conditioning and heater components may be removed.
- 11.26) A working defrost system must be in place. Any system is allowed.
- 11.27) A working fire system with driver accessible activation is MANDATORY.
- 11.28) Front and rear tow hooks are MANDATORY.
- 11.29) Boxster hard tops roofs must be OEM and secured with a minimum of grade 8 bolts or pins.
- 11.30) Replacing all window glass with Lexan or equivalent is allowed.
- 11.31) Replacing hood, doors and rear deck lid with factory appearing fiberglass or carbon fiber, is allowed,
- 11.32) Only OEM exterior door handles are allowed.
- 11.33) Replacing exterior mirrors is allowed.

Part 12: Performance Devices Affecting Airflow

- 12.1) A 1/4 inch only Gurney Flap on the rear wing is allowed. 1/4 inch will be measured in height from the top rear most trailing edge of the wing.
- 12.2) A wing height no higher than the top of the roof is allowed.
- 12.3) A wing set back no further than the rear most point of the bumper is allowed. The rear most point of the bumper will be measured from its center line.
- 12.4) Bypassed or removed PSM/PSAM and ABS is allowed.

Part 13: Vehicle Weight

- 13.1) Weight is measured equipped-as-raced, with driver and all personal safety equipment. Minimum weight is 2975 pounds with driver.
- 13.2) Frequent flyer consequence: A performance equalizing system based on adding ballast to vehicles that consistently out-pace the field. The goal is to provide greater equality in on-track competition, therefore the Stuttgart Cup Competition Director, has sole discretion to impose a weight penalty, as he determines, on any competition vehicle that displays a noteworthy speed disparity, visually or in lap time.
- 13.3) All competitors are required to have at track additional weights totaling 250 pounds in increments of: two (2) weighing twenty-five (25) pounds; two (2) weighing fifty (50) pounds and one (1) weighing one-hundred (100) pounds. All weights must individually, or in any combination, comply with Part 13.3.

Part 14: Spot Inspection

- 14.1) Series cars may be inspected at any time during an event by a Stuttgart Cup Official.
- 14.2) The first three finishers, and at least two random finishers may be weighed and inspected after practice, qualifying or race at the discretion of the Competition Director and must meet or exceed minimum weight and be in compliance with all Series rules.
- 14.3) Refusal of any spot inspection will immediately place the owner-of-record, the driver and the prep shop in breach of Stuttgart Cup rules and may result in a penalty as provided in Part 3.3: Rules Infractions.

Part 15: Championship Points

The International GT Points System will be utilized.

Part 16: Additional Endurance Championship Points

- 16.1) Competitors must complete at least 50% of the Stuttgart Cup winner's laps to receive class-finishing points.
- 16.2) Points will be awarded to a car with the person(s) listed on the official scoring sheet as a "driver" in the sprint race and a "driver & co-driver" listed on the official scoring sheet in the endurance race.
- 16.3) Drivers may accumulate points among different cars in the same class.
- 16.4) Co-drivers must always be listed in the same order on the entry form, and must run more than 50% of the season scheduled races for the team to be eligible for championship points.
- 16.5) Full endurance rules will be distributed at the mandatory driver's meeting at each event.
- 16.6) The car does not have to be running on the checkered flag lap to be awarded

finishing points.

16.7) At the discretion of the Series, points from additional races run outside the published Stuttgart Cup schedule may be added.

16.8) Rule violations may result in a loss of some or all Stuttgart Cup points.

Part 17: Championship Points Eligibility

17.1) To determine the overall Stuttgart Cup Champion, Cayman and GT3 championship points will be awarded for the seven (7) event in the 2018 season.

17.2) Points will be awarded in both sprint and endurance races.

17.3) Endurance series races shall be either a professional driver paired with an amateur driver (Pro/Am), or an amateur driver paired with another amateur driver (Am/Am).

17.4) Sprint series races shall be amateur drivers (Am) only.

17.5) The Competition Director will exclusively determine professional (Pro) and amateur (Am) driver status. Decisions shall be final and binding.

17.6) Points will be awarded per the International GT Points System.

Part 18: Tie Breakers

Ties in final championship point totals will be resolved, if necessary, using the following priority guidelines. First, most class wins in order of earliest dates. Second, best average finishing position. Third, most events entered in order of earliest dates.

Part 19: Rules Revision

19.1) Any competitor is encouraged to submit a rule request or revision to the Stuttgart Cup Competition Director for review.

19.2) In order to benefit the Series, Stuttgart Cup rules may be modified or changed by the Stuttgart Cup Series and its Competition Director for clarification and to correct errors or omissions without initial notification to participants.

19.3) Participants will be notified of rules modification, clarifications or change at the earliest practical time.

Part 20: Sanctioning Body

20.1) All Stuttgart Cup competitors will be governed by the rules of the sanctioning body under which the competition is run, to include, but not be limited to, the vehicle technical inspection and driver's personal safety equipment.

20.2) In event of policy conflict, the rules of the sanctioning body will govern (e.g. safety equipment).

Part 21: General Rules

21.1) Stuttgart Cup (International GT) is the sole authority for rules, vehicle eligibility and series management.

21.2) Any and all vehicle modifications must be governed by the regulations in this document.

21.3) The physical act of participating in the Stuttgart Cup is agreement to fully abide by all Series rules and regulations. Participation shall be defined as registering to participate in a Stuttgart Cup event.

21.4) The Stuttgart Cup may, but is not required to, accept any entry and reserves the right, at the discretion of the Series management, to reject any entrant

for any action or conduct detrimental to automobile racing or the Stuttgart Cup.

- 21.5) Any action or conduct as determined by the Series or the Competition Director, as detrimental to automobile racing or the Stuttgart Cup to include but not limited to: fraudulent or illegal proceedings; reckless or dangerous driving, either on course or in the pits and paddock; unsportsmanlike driving or conduct; or physical violence towards any other participant, Official, or spectator, may result in immediate ejection of the premises or penalty as provided in: Rules Infractions.
- 21.6) If there is disagreement or dispute regarding interpretation, meaning or application of Stuttgart Cup rules, the interpretation and application by the Stuttgart Cup Competition Director shall prevail.
- 21.7) Litigation in order to reverse or modify official Stuttgart Cup rulings and determinations are prohibited.
- 21.8) Individuals who maintain litigation in violation of General Rules Part 21 agree to reimburse Stuttgart Cup, or any of its Officials, for all costs of such litigation, including travel expenses and attorney's fees. Officials' time will be reimbursed at \$275.00 per hour.

Part 22: Drug and Alcohol Use Policy

- 22.1) The consumption of alcoholic beverages by any participant is expressly prohibited until all practice, qualifying, and racing activity has been completed for the day.
- 22.2) The use of any narcotic or dangerous drug, as defined by Federal Law or by the law of the state where the event is being held, by any participant is specifically prohibited.
- 22.3) The owner-of-record is responsible for any co-driver, crew or guest participating in the operation of the team found in violation of Part 22.1 or 22.2.
- 22.4) Any participant found in violation of Part 22.1 or 22.2 may immediately be excluded from the competition, removed from the event and/or penalized under Part 3: Rules Infractions.