

PORSCHE GINETTA CUP

(FIRST DRAFT, ISSUED SEPT 2026)

SPORTING & TECHNICAL REGULATIONS

1. PURPOSE & PHILOSOPHY

The Porsche Ginetta Cup was created **For Racers, By Racers.**

Our goal is to provide competitive, fair and enjoyable racing for Porsche and Ginetta race cars throughout the Pacific Northwest.

These regulations are intentionally designed to keep the series straightforward. The emphasis is on:

- Driver skill
- Close and competitive racing
- Safety
- Sportsmanship
- Reasonable operating costs
- Reliable race cars
- A welcoming paddock environment

The spirit of these regulations is as important as their wording.

If a modification is not specifically permitted by these regulations or the applicable approved vehicle specification, it should be considered prohibited unless approved in writing by the Series Technical Director.

2. GOVERNING REGULATIONS

Porsche Ginetta Cup events will operate under the applicable rules of the event's sanctioning organization.

Unless otherwise stated in Porsche Ginetta Cup regulations or event supplemental regulations:

ICSCC-sanctioned events shall follow the current ICSCC Competition Regulations.

SCCA-sanctioned events shall follow the current SCCA General Competition Rules (GCR).

Where Porsche Ginetta Cup regulations impose an additional requirement, the Porsche Ginetta Cup requirement shall apply provided it does not conflict with the rules or safety requirements of the sanctioning organization.

In the event of a conflict involving safety, event operations or the authority of race officials, the regulations of the sanctioning organization and decisions of its officials shall take precedence.

3. ELIGIBLE CARS

The Porsche Ginetta Cup is open to approved Porsche and Ginetta race cars meeting the appropriate Series Technical Specification.

The championship will consist of two primary categories:

PORSCHE CLASS (P1, P2)

Approved Porsche competition vehicles meeting the Porsche Ginetta Cup Porsche Technical Specification.

GINETTA CLASS (G1, G2)

Approved Ginetta competition vehicles meeting the Porsche Ginetta Cup Ginetta Technical Specification.

Cars must remain substantially within their original factory competition specification except where modifications are specifically permitted by the Series.

The Series reserves the right to approve additional model years or variants where they can be integrated without compromising competition.

CLASSES

P1 – All Porsche 991.1 and newer models*

P2 – All Porsche 997.2 and older models*

G1 – All Ginetta models with V8 engines

G2 – All Ginetta models with V6 engines

* Purpose built racers will be classified by the organizer.

4. VEHICLE ELIGIBILITY & APPROVAL

All cars must:

- Meet the applicable Porsche Ginetta Cup technical specification.
- Meet or exceed the safety requirements of the sanctioning organization.
- Pass technical inspection.
- Carry an accepted competition logbook where required.
- Be maintained in safe and professional racing condition.
- Display required Series identification and sponsor decals.

A car substantially different from its approved specification must receive written approval from the Series Technical Director before competing.

5. SAFETY

Safety equipment shall meet or exceed the current requirements of the sanctioning organization.

This includes, where applicable:

- Roll cage
- FIA/SFI-approved racing seat
- Racing harness
- Window net and/or arm restraints
- Fire suppression system
- Electrical master cutoff
- Tow hooks
- Fuel system protection
- Driver containment
- Head-and-neck restraint
- Approved helmet
- Fire-resistant suit, gloves, shoes, socks and other required driver equipment

All safety equipment must be properly installed, maintained and within applicable certification or service dates.

Cars showing evidence of unsafe construction, fluid leakage, structural damage or improperly secured components may be excluded from competition until repaired.

6. DRIVER ELIGIBILITY

Drivers must hold a competition license accepted by the sanctioning organization hosting the event.

Drivers are responsible for knowing and complying with:

- Flag signals
- Passing rules
- Yellow-flag procedures
- Safety-car/full-course-yellow procedures
- Pit-lane regulations
- Race-start and restart procedures
- Event supplemental regulations
- Porsche Ginetta Cup regulations

The Series may approve guest or provisional drivers where permitted by the sanctioning organization.

7. DRIVER CONDUCT

Porsche Ginetta Cup is intended to feature **hard racing with mutual respect**.

Drivers are expected to compete aggressively but responsibly.

Avoidable contact, blocking, retaliation, intimidation or intentionally forcing another competitor off the racing surface will not be tolerated.

The responsibility for completing a pass safely rests with the drivers involved. Competitors are expected to leave racing room where another vehicle has legitimately established overlap.

Officials may review:

- Video
- In-car footage
- Timing data
- GPS/data acquisition
- Witness statements
- Corner-worker reports

when investigating an incident.

Penalties may include:

- Warning
- Position penalty
- Time penalty
- Loss of fastest qualifying lap
- Drive-through or stop-and-go penalty
- Disqualification
- Loss of championship points
- Suspension from Porsche Ginetta Cup competition

The Series may impose championship penalties in addition to penalties issued by the sanctioning organization.

8. CONTACT

Avoidable contact will not be tolerated. The penalty for avoidable contact is immediate expulsion from the race weekend and being put under observation by the series organizer for the following race.

Race hard. Race fair. Bring the car home.

9. IN-CAR VIDEO

All cars must have working, front facing, video recording devices that are powered on and recording during all on track sessions.

10. FLAGS & RACE CONTROL

All competitors must obey the flag rules and Race Control instructions of the sanctioning organization.

Flag signals and official instructions must be obeyed immediately.

Local yellow, full-course yellow, black flag, red flag and checkered flag procedures will follow the regulations established for the event.

Event-specific procedures will be explained during the mandatory drivers meeting.

11. DRIVERS MEETING

Attendance at the Porsche Ginetta Cup drivers meeting may be mandatory.

The meeting may cover:

- Start procedures
- Restart procedures
- Passing expectations
- Track limits
- Pit lane
- Safety car procedures
- Special event regulations
- Technical matters
- Series announcements

Information provided at the drivers meeting may supplement the written regulations for that event.

12. QUALIFYING

Starting positions will normally be determined by the fastest official qualifying lap recorded by each competitor.

A driver failing to record a qualifying time may start at the rear of the field with approval from Race Control.

The Series may use alternative qualifying formats provided they are communicated before the event.

13. STARTS

The Porsche Ginetta Cup will normally use a **rolling start**, subject to approval and procedures of the sanctioning organization.

Drivers must maintain formation and follow the pace established by the pole sitter or pace car.

No competitor may gain an unfair advantage before the official start signal.

Jumped starts may result in penalties.

14. RACE FORMAT

Race duration and weekend format may vary by event.

A typical Porsche Ginetta Cup weekend may include:

- Practice
- Qualifying
- Race 1
- Race 2

The official event schedule and supplemental regulations will determine the format for each weekend.

15. CHAMPIONSHIP POINTS

Championship points will be awarded separately within each recognized Porsche Ginetta Cup class.

A suggested points structure is:

- 1st — 25 points
- 2nd — 20 points
- 3rd — 16 points
- 4th — 13 points
- 5th — 11 points
- 6th — 10 points
- 7th — 9 points
- 8th — 8 points
- 9th — 7 points
- 10th — 6 points

11th — 5 points
12th — 4 points
13th — 3 points
14th — 2 points
15th and lower — 1 point

Optional bonus points:

Pole Position — 1 point

Fastest Race Lap — 1 point

A car must officially start the race to receive finishing points.

The Series may establish dropped-round provisions or minimum participation requirements before the beginning of each championship season.

16. TIES

Championship ties will be resolved by:

1. Most race wins
 2. Most second-place finishes
 3. Most third-place finishes
 4. Most pole positions
 5. Most fastest race laps
 6. Best result in the final race in which both drivers competed
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17. TECHNICAL PHILOSOPHY

The Porsche Ginetta Cup is intended to reward **driving rather than engineering budgets**.

Cars should remain within their approved competition specification.

Unless specifically allowed:

- Internal engine modifications are prohibited.
- Unauthorized ECU tuning is prohibited.
- Traction or stability systems not originally approved for the car are prohibited.
- Major aerodynamic modifications are prohibited.
- Suspension pickup-point relocation is prohibited.
- Sequential transmission or gear-ratio changes outside the approved specification are prohibited.
- Unapproved weight reduction is prohibited.

Consumable components and normal service items may be replaced with approved equivalents.

18. ENGINE

Engines shall comply with the approved specification for the applicable model.

The Series may establish:

- Maximum horsepower
- Maximum torque
- ECU requirements
- Rev limits
- Intake restrictions
- Exhaust requirements
- Dyno verification procedures

if required to maintain competitive parity.

The Series Technical Director may require a competitor to submit a vehicle for dynamometer testing or ECU inspection.

19. TRANSMISSION & DIFFERENTIAL

Transmission type, gear ratios and final-drive specifications shall conform to the approved vehicle specification unless otherwise permitted.

Limited-slip differential configuration must comply with the approved specification.

Unauthorized electronic or electronically controlled drivetrain aids are prohibited.

20. SUSPENSION

Suspension configuration shall remain within the approved specification for each model.

Normal adjustments including:

- Ride height
- Camber
- Caster
- Toe
- Damper adjustment
- Anti-roll-bar adjustment

may be permitted where the original race vehicle provides those adjustments.

Alteration of chassis suspension pickup points is prohibited unless specifically authorized.

21. BRAKES

Cars must use the brake configuration approved for their respective model.

Brake pads may be unrestricted unless otherwise specified.

Brake cooling modifications may be permitted provided they do not alter the vehicle's aerodynamic performance beyond their intended cooling function.

ABS operation must conform to the approved vehicle specification.

22. WHEELS & TIRES

Approved wheel dimensions shall be defined in the vehicle-specific technical regulations.

All wheels must be structurally sound and free of cracks or damage.

The Series may specify:

- Approved tire manufacturer
- Tire model
- Tire size
- Maximum number of tires per weekend
- Dry and wet tire provisions

Tire treatment, chemical softening or alteration of tire compounds is prohibited.

The goal of any tire limitation will be to **control costs while maintaining competitive racing**.

23. VEHICLE WEIGHT

Each eligible model will be assigned a minimum competition weight.

Minimum weight includes the vehicle and driver in race-ready condition following a qualifying session or race unless otherwise specified.

Cars may be weighed at any time during an event.

Ballast must be securely mounted in accordance with applicable SCCA/ICSCC safety requirements.

The Series reserves the right to make reasonable weight adjustments between vehicle types where necessary to maintain competitive parity.

25. BALANCE OF PERFORMANCE

The objective of Porsche Ginetta Cup is **not to make every car identical**, but to ensure that no approved model possesses an unreasonable performance advantage.

Where different models compete directly for the same championship classification, the Series may adjust:

- Minimum weight
- Intake restriction
- ECU calibration
- Ride height
- Aero configuration
- Rev limit

when supported by demonstrated performance data.

Adjustments should be conservative and made only when sufficient data exists.

A single exceptional driver, qualifying lap or race result should not by itself trigger a Balance of Performance change.

25. FUEL

Commercially available gasoline or approved racing fuel may be used unless a control fuel is specified for an event.

Fuel additives intended to increase performance are prohibited unless specifically approved.

Fuel systems must meet applicable sanctioning-body safety regulations.

26. TECHNICAL INSPECTION

Cars may be inspected before, during or after an event.

Inspection may include:

- Vehicle weight
- Ride height
- Wheels and tires
- Engine and ECU
- Intake
- Exhaust
- Transmission
- Differential

- Suspension
- Brakes
- Aerodynamic components
- Safety equipment
- Fuel

The Series Technical Director may seal or mark components for later inspection.

Refusal to permit technical inspection may result in disqualification.

27. POST-RACE IMPOUND

The top finishing cars and any other vehicle selected by officials may be directed to impound immediately following qualifying or a race.

Cars directed to impound must proceed there without returning to their paddock space.

No work may be performed on the vehicle until released by officials unless specifically authorized.

28. CAR NUMBERS & IDENTIFICATION

Each car must display an approved competition number clearly visible from both sides and the front or rear as required by the sanctioning organization.

Series-required graphics may include:

- Porsche Ginetta Cup windshield banner
- Class designation
- Driver name
- Series logo
- Title sponsor identification
- Series sponsor decals

Required Series decals must remain in their designated locations throughout the event unless otherwise approved.

29. VEHICLE APPEARANCE

Cars are expected to represent the Porsche Ginetta Cup professionally.

Vehicles must be clean, complete and presented in reasonable racing condition.

Temporary repairs following an on-track incident are permitted where approved by technical officials, but unsafe or excessively damaged bodywork may result in the vehicle being withheld from competition.

30. PROTESTS & APPEALS

Official sporting protests and appeals relating to the conduct of the sanctioned event shall follow the procedures of the hosting sanctioning organization.

Questions specifically involving Porsche Ginetta Cup championship points, class eligibility or Series regulations shall be submitted to Porsche Ginetta Cup officials.

31. RULE INTERPRETATION

The Series Director and Series Technical Director are responsible for interpreting Porsche Ginetta Cup regulations.

Competitors are encouraged to ask before making a modification where legality is uncertain.

If you have to ask whether a modification is permitted, ask before you install it.

Written clarification from the Series Technical Director should be retained by the competitor.

32. RULE CHANGES

Porsche Ginetta Cup reserves the right to amend these regulations when necessary to address:

- Safety
- Reliability
- Competitive parity
- Cost control
- Changes to SCCA or ICSCC regulations
- Newly approved vehicle variants
- Unforeseen technical issues

Whenever practical, changes affecting vehicle preparation will be announced with reasonable notice.

Immediate safety-related changes may take effect without advance notice.

33. WEATHER

This is a dry racetrack series. If a track is determined “wet” by the series organizer, no championship points will be awarded. Competitors may choose to run in the rain but it is not encouraged.

34. SPORTSMANSHIP & PADDOCK CULTURE

Porsche Ginetta Cup exists because we love racing.

Competitors, crew members and guests are expected to treat:

- Other competitors
- Officials
- Volunteers
- Track personnel
- Sponsors
- Spectators

with respect.

Unsportsmanlike conduct on or off track may result in Series penalties.

We want fierce competition on track and a paddock where competitors can help each other get back out there for the next session.

For Racers, By Racers.

Great Cars. Close Racing. Good People

APPENDIX A

PORSCHE TECHNICAL REGULATIONS

This Appendix establishes vehicle eligibility and preparation requirements for Porsche entries in the Porsche Ginetta Cup. It supplements the Porsche Ginetta Cup Sporting and Technical Regulations and the current competition and safety rules of the sanctioning organization. Its purpose is to preserve the character of each approved Porsche while providing a practical basis for fair competition between different generations and configurations.

A1. AUTHORITY AND RULES HIERARCHY

A1.1 These regulations apply to every Porsche entered in the Series. At an ICSCC-sanctioned event, the current ICSCC Competition Regulations apply. At an SCCA-sanctioned event, the current SCCA General Competition Rules apply.

A1.2 If these regulations impose an additional Series requirement, that requirement applies unless it conflicts with the sanctioning organization's safety, event-operation or official-authority rules. In such a conflict, the sanctioning organization's rule or official decision controls.

A1.3 A Porsche-specific requirement published in an event supplemental regulation, Series technical bulletin or approved Vehicle Declaration forms part of this Appendix for the applicable car or event.

A1.4 If a component, system or modification is not expressly permitted by this Appendix, the applicable approved specification or a written Series authorization, it is prohibited.

A2 ELIGIBLE PORSCHE MODELS

Code	Eligible model	Eligibility basis
P1	Porsche 997.1 GT3 Cup	Factory-built Cup car in its documented original-generation competition configuration
P2	Porsche 997.2 GT3 Cup	Factory-built Cup car in its documented original-generation competition configuration
P3	Porsche 991.1 GT3 Cup	Factory-built Cup car in its documented original-generation competition configuration
P4	Porsche 991.2 GT3 Cup	Factory-built Cup car in its documented original-generation competition configuration
P5	Porsche 992 GT3 Cup	Factory-built Cup car in its documented original-generation competition configuration
P6	Porsche Cayman GT4 Clubsport	Factory-built Clubsport car; generation, model year and version must be declared
P7	Porsche 968	Purpose-built race car accepted through an individual Vehicle Declaration
P8	Porsche Cayman GTR	Purpose-built or converted race car accepted through an individual Vehicle Declaration

A2.1 Eligibility is limited to the models above unless the Series Technical Director approves another Porsche model or variant in writing.

A2.2 The entrant must identify the chassis, model year, engine, transmission, electronic systems and aerodynamic package. A car combining specifications from different generations or variants requires written approval before competition.

A3 APPROVED SPECIFICATION AND DOCUMENTATION

A3.1 For a factory-built GT3 Cup or GT4 Clubsport, the baseline specification is the Porsche competition specification applicable to that chassis, model year and version, including official Porsche technical documentation and authorized updates.

A3.2 Each entrant must be able to produce the information reasonably required to establish legality, including chassis identification, logbook, build information, ECU identification, gear ratios, component part numbers, measured weight and any prior written Series approvals.

A3.3 Porsche 968 and Cayman GTR entries must have an approved Vehicle Declaration describing at minimum the engine, induction, ECU, transmission, differential, suspension, brakes, wheels, tires, body, aerodynamic devices and minimum competition weight.

A3.4 A competition logbook or prior classification does not by itself establish compliance with this Appendix.

A4 GENERAL PREPARATION

A4.1 Factory-built Cup and Clubsport cars must remain substantially as manufactured for competition, subject only to normal adjustments, authorized Porsche updates, the allowances in this Appendix and written Series approvals.

A4.2 Components may be repaired or replaced with genuine, OEM-equivalent or approved competition parts that preserve the function, dimensions, material and performance of the approved component. Performance-enhancing substitutions require written approval.

A4.3 Fasteners, hoses, fittings, heat shielding, protective screens, fluid reservoirs, wiring repairs and data-sensor installations are free provided they do not create a performance advantage or reduce safety.

A4.4 The Series may require an entrant to restore any car to its declared or approved configuration before further participation.

A5 SAFETY

A5.1 Every car must meet or exceed the current safety requirements of the sanctioning organization, including requirements for roll-over protection, seat and mounting, harnesses, window net or arm restraints, fire suppression, master electrical cutoff, fuel-system protection and towing points.

A5.2 Factory safety structures and systems may not be removed, weakened or materially altered unless the replacement meets the applicable sanctioning-body rules and is approved by the Series Technical Director.

A5.3 Safety equipment must be within the applicable certification or service period. Structural damage, fluid leakage, loose bodywork or unsafe repairs are grounds for exclusion until corrected.

A6 ENGINE INDUCTION EXHAUST AND ECU

A6.1 The engine type, displacement, internal components and compression ratio must conform to the approved specification or Vehicle Declaration. Porting, polishing, non-approved camshafts, altered displacement and internal lightening are prohibited unless specifically declared and approved for a Porsche 968 or Cayman GTR.

A6.2 Intake manifolds, throttle bodies, airboxes and restrictors must remain in the approved configuration. Replacement air-filter elements are permitted if they fit within and do not materially alter the approved intake system.

A6.3 Exhaust components may be replaced for serviceability, noise compliance or durability when the replacement preserves the approved routing and does not provide a material performance advantage. Event sound limits always apply.

A6.4 The ECU, software, calibration, rev limit, traction functions, throttle maps and engine sensors must match the approved specification. Unauthorized ECU software, calibration switching, signal manipulation or devices intended to defeat technical inspection are prohibited.

A6.5 The Series may require ECU downloads, data files, dynamometer testing, restrictors, boost controls where applicable, or rev-limit adjustments to verify compliance or administer Balance of Performance.

A7 TRANSMISSION DIFFERENTIAL AND DRIVER AIDS

A7.1 Transmission type, gear ratios, final drive, differential and shift system must conform to the approved specification or Vehicle Declaration.

A7.2 Alternative ratios, final drives, differential internals or shift-control strategies require prior written approval.

A7.3 ABS, traction control, stability control, auto-blip, paddle shift and other electronic driver aids may be used only where fitted or authorized in the approved specification. Adding an aid not approved for that car is prohibited.

A8 SUSPENSION AND STEERING

A8.1 Suspension layout, uprights, hubs, control arms, steering system and chassis pickup points must remain within the approved specification. Relocating a pickup point or modifying the chassis to change suspension geometry is prohibited unless documented in an approved Vehicle Declaration.

A8.2 Normal adjustment of ride height, camber, caster, toe, dampers and anti-roll bars is permitted where the approved car provides that adjustment.

A8.3 Springs, dampers, bushings, bearings and anti-roll bars must comply with the approved specification. Equivalent service replacements require prior approval if their dimensions, adjustment range or operating principle differ from the approved component.

A9 BRAKES

A9.1 Calipers, rotor dimensions, master cylinders, ABS hardware and brake-balance systems must conform to the approved specification or Vehicle Declaration.

A9.2 Brake-pad compound and brake fluid are unrestricted unless a Series technical bulletin states otherwise.

A9.3 Flexible brake lines, cooling hoses and protective duct screens may be replaced or improved for safety and reliability, provided brake-cooling changes do not create an aerodynamic device or materially alter exterior bodywork.

A10 WHEELS AND TIRES

A10.1 Wheel diameter, width and offset must conform to the approved specification or an applicable Series technical bulletin. Wheels must be suitable for racing, structurally sound and free from cracks or damage.

A10.2 Permitted dry and wet tire makes, models, sizes and weekend allocations will be stated in the annual regulations, event supplemental regulations or Series technical bulletins.

A10.3 Tire chemical treatment, softening, recutting, artificial heating outside permitted equipment, or any process intended to alter the tire compound is prohibited.

A11 BODYWORK FLOOR AND AERODYNAMICS

A11.1 Body panels, underfloor, splitters, diffusers, wings, wing supports, louvers and other aerodynamic components must match the approved model and aerodynamic package.

A11.2 Mixing aerodynamic parts between generations or packages, altering wing profiles, extending splitters, adding dive planes, modifying the floor or diffuser, or creating unapproved air passages is prohibited without written approval.

A11.3 Approved cooling openings and ducts may be screened for protection. Tape may be used to regulate cooling only when it does not change the approved body profile or create an unsafe condition.

A11.4 Damaged bodywork may be temporarily repaired during an event if it remains secure and safe. The car must be restored to an approved configuration within the period directed by officials.

A12 FUEL COOLING LUBRICATION AND ELECTRICAL SYSTEMS

A12.1 Fuel and the complete fuel system must comply with the sanctioning organization's rules and any Series fuel bulletin. Performance-enhancing fuel additives are prohibited unless specifically approved.

A12.2 Radiators, coolers, pumps, fans, ducting and lubrication-system components must remain within the approved specification. Reliability improvements may be approved when they do not materially increase engine output or aerodynamic performance.

A12.3 Batteries, alternators, starters, lighting and wiring may be replaced with equivalent competition components. Electrical changes may not be used to alter engine, transmission, ABS or traction-system performance outside the approved specification.

A13 COMPETITION WEIGHT AND BALANCE OF PERFORMANCE

A13.1 Minimum competition weight is the car with driver and all remaining fluids immediately after a qualifying session or race, unless a published Series bulletin defines another weighing condition.

A13.2 The enforceable minimum weight, restrictor, rev limit, tire specification and aerodynamic configuration for each model will be stated in the current Porsche Technical Specification Bulletin. Until a value is published for a particular car, that car may compete only with written approval specifying its interim configuration.

Code	Model	Controlled specification
P1	Porsche 997.1 GT3 Cup	Series bulletin or individual approval
P2	Porsche 997.2 GT3 Cup	Series bulletin or individual approval
P3	Porsche 991.1 GT3 Cup	Series bulletin or individual approval
P4	Porsche 991.2 GT3 Cup	Series bulletin or individual approval
P5	Porsche 992 GT3 Cup	Series bulletin or individual approval
P6	Porsche Cayman GT4 Clubsport	Series bulletin or individual approval
P7	Porsche 968	Series bulletin or individual approval
P8	Porsche Cayman GTR	Series bulletin or individual approval

A13.3 Ballast must be securely mounted in accordance with the sanctioning organization's requirements and must be available for sealing or inspection.

A13.4 To maintain reasonable parity between unlike cars, the Series may adjust minimum weight, intake restriction, boost limit where applicable, ECU calibration, rev limit, ride height or aerodynamic configuration. Adjustments should be based on multiple sources of evidence, including lap data, acceleration, speed traces, vehicle weight, tire performance and repeatable race results.

A13.5 A Balance of Performance adjustment is not a finding that a car is illegal and should not be based solely on one exceptional driver, lap or result.

A14 PORSCHE 968 AND CAYMAN GTR SPECIAL PROVISIONS

A14.1 Because Porsche 968 and Cayman GTR race cars may not share a single factory competition specification, each car is approved individually.

A14.2 The Vehicle Declaration must identify all major performance-related systems and any later change requires written approval before use.

A14.3 Approval of one Porsche 968 or Cayman GTR does not automatically approve the same configuration for another chassis.

A14.4 The Series may apply car-specific weight, power, tire or aerodynamic conditions to integrate the vehicle fairly with its assigned competition group.

A15 TECHNICAL INSPECTION DATA AND SEALING

A15.1 Officials may inspect, measure, photograph, weigh, scan or seal any relevant component and may require the entrant to provide video, ECU information, logged data or dynamometer results.

A15.2 The entrant must not erase, overwrite or withhold requested data after being notified of an inspection or review.

A15.3 Refusal to permit inspection, failure to provide requested documentation or data, tampering with a seal, or presenting false technical information may result in exclusion, disqualification, loss of points or further Series discipline.

A15.4 If disassembly is required, the Series will establish the inspection process and responsibility for costs before work begins, subject to the procedures of the sanctioning organization.

A16 REPAIRS UPDATES AND WRITTEN APPROVALS

A16.1 Emergency repairs may be accepted for the remainder of an event when officials determine that the car is safe and no meaningful performance advantage results.

A16.2 Manufacturer service updates and superseded components are not automatically permitted when they change performance. The entrant must obtain written approval when the effect is material or uncertain.

A16.3 Written approvals must identify the car and the approved configuration. The competitor must retain the approval and present it upon request.

A17 INTERPRETATION AND COMPLIANCE

A17.1 The Series Director and Series Technical Director interpret this Appendix. Competitors should request a written ruling before purchasing, installing or using any component whose legality is uncertain.

A17.2 A car found outside its approved specification may be excluded from a session or event and may be subject to additional penalties under the main regulations or sanctioning-body rules.

A17.3 The Series may amend this Appendix or issue technical bulletins for safety, reliability, cost control, rules alignment or competitive parity. Immediate safety changes may take effect without advance notice.

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APPENDIX B

GINETTA TECHNICAL REGULATIONS

B1. PURPOSE

This Appendix establishes the eligibility and technical requirements for Ginetta vehicles competing in the Porsche Ginetta Cup.

The objective is to preserve the controlled, factory-built nature of the cars while permitting normal setup, maintenance and approved reliability improvements.

These regulations supplement the main Porsche Ginetta Cup Sporting & Technical Regulations and the rules of the applicable sanctioning organization.

Unless specifically permitted by these regulations, Ginetta factory documentation or a written Series technical bulletin, a modification is prohibited.

B2. ELIGIBLE GINETTA VEHICLES

The following vehicles are eligible, subject to confirmation of chassis identity and specification:

- Ginetta G56 GTP8
- Ginetta G56 GT Pro
- Ginetta G55 GT Pro

Additional Ginetta models or variants may be approved in writing.

A vehicle carrying components from more than one Ginetta specification must be declared and individually approved before competition.

B3. REFERENCE CONFIGURATIONS

Eligible vehicle	Reference engine	Reference transmission
G56 GTP8	Sealed 6.2-litre naturally aspirated V8; approximately 390 bhp	Sealed six-speed Xtrac transaxle with electronic shift actuator
G56 GT Pro	Ginetta-approved naturally aspirated V6 in GT Pro specification	Factory sequential transmission
G55 GT Pro	Ginetta-approved naturally aspirated V6; approximately 300 bhp in original GT Pro form	Factory paddle-shift sequential transmission

Published manufacturer horsepower and weight figures are reference values only. The current Series Vehicle Specification Sheet and annual Classification and Balance of Performance Table are controlling.

B4. VEHICLE IDENTIFICATION

Each competitor must provide:

- Factory chassis number.
- Model and year of manufacture.
- Original build specification.
- Competition logbook.
- Engine number or seal identification.
- ECU type and software identification.
- Transmission type and seal identification, where applicable.

- Current vehicle weight.
- List of deviations from factory specification.
- Photographs or measurement information requested by officials.

The Series may issue an individual Vehicle Specification Sheet. That sheet becomes part of these regulations for the vehicle concerned.

B5. GENERAL PREPARATION

Eligible Ginettas must remain in the specification in which they were manufactured or subsequently updated by Ginetta, except for:

- Ginetta-issued technical updates.
- Mandatory safety changes.
- Normal service and repair.
- Series-approved replacement components.
- Adjustments specifically provided by the manufacturer.
- Changes required through an official Balance of Performance bulletin.

Parts identified as sealed or controlled components must remain sealed.

Missing, damaged or altered seals must be reported before the vehicle enters the track.

B6. ENGINE

The approved engine type and displacement must be retained.

For the G56 GTP8:

- The approved sealed 6.2-litre V8 must be retained.
- Engine seals must remain intact.
- The approved ECU calibration and rev limit must be used.
- Internal engine modifications are prohibited.

For the G56 GT Pro and G55 GT Pro:

- The approved Ginetta V6 engine must be retained.
- The engine must conform to the specification applicable to the chassis.
- Conversion to a different GT Pro, GTA or GT4 engine specification requires written approval.

Unless specifically authorized:

- Internal engine modifications are prohibited.
- Compression changes are prohibited.
- Alternative camshafts are prohibited.
- Cylinder-head modification is prohibited.
- Forced induction is prohibited.
- Intake-system modification is prohibited.
- Unauthorized ECU calibration is prohibited.
- Alteration of the rev limiter is prohibited.

Engines may be rebuilt only to their approved specification.

B7. ECU, ABS AND TRACTION CONTROL

The original Ginetta-approved ECU, power-distribution and data systems must be retained.

Competitors may not:

- Install unauthorized engine maps.
- Alter the approved rev limit.

- Modify throttle or torque-control strategies.
- Conceal or delete logged information.
- Add unauthorized driver aids.
- Interfere with Series monitoring equipment.

The G56 GTP8 may use the Bosch Motorsport ABS system included in its approved specification.

Traction control or ABS may be used only where fitted and approved for the applicable vehicle.

A G55 or G56 variant originally supplied without a particular driver aid may not add that aid without written approval.

B8. TRANSMISSION AND DIFFERENTIAL

The factory transmission and differential must remain in the approved configuration.

For the G56 GTP8, the sealed Xtrac transaxle and electronic shift system must be retained.

For the G56 GT Pro and G55 GT Pro, the applicable Ginetta-approved sequential transmission must be retained.

Unless specifically authorized:

- Gear-ratio changes are prohibited.
- Final-drive changes are prohibited.
- Unauthorized shift software is prohibited.
- Alternative differentials are prohibited.
- Changes to pneumatic or electronic shift operation are prohibited.

Normal servicing and manufacturer-authorized updates are permitted.

B9. SUSPENSION AND STEERING

The factory chassis, suspension layout and pickup points must remain unchanged.

Permitted adjustments include those provided by the manufacturer, such as:

- Ride height
- Camber
- Caster
- Toe
- Spring preload
- Damper adjustment
- Anti-roll-bar adjustment

Dampers, springs, uprights and suspension arms must conform to the applicable vehicle specification unless an alternative has been approved because of availability or reliability.

Power steering must remain in its approved configuration.

Active suspension and unauthorized electronically controlled dampers are prohibited.

B10. BRAKES

The approved Alcon or model-correct Ginetta brake system must be retained.

Brake pads and brake fluid are unrestricted unless otherwise specified.

Replacement discs may be factory components or Series-approved equivalents, including approved GiroDisc applications, provided that:

- Rotor diameter and thickness are approved.
- Caliper mounting is not materially altered.
- Brake balance and capability remain consistent with the approved configuration.
- No unintended aerodynamic benefit is created.

Brake-cooling ducting may be fitted or repaired within the original design intent.

B11. BODYWORK AND AERODYNAMICS

Original model-correct Ginetta bodywork must be retained.

The following are prohibited unless specifically approved:

- Non-standard splitters.
- Additional canards or dive planes.
- Modified diffusers.
- Alternative rear wings.
- Wing extensions.
- Unauthorized flat-floor components.
- Active aerodynamics.
- Unauthorized openings or removal of body panels.

Factory-adjustable aerodynamic components may be adjusted only within their designed range.

Repairs must preserve the original exterior profile and use materials reasonably equivalent to the original construction.

B12. WHEELS AND TIRES

The G56 GTP8 reference wheel and tire configuration is:

- 18 × 11-inch wheels.
- Manufacturer-listed 305/660-18 tires.

The approved wheel and tire dimensions for the G56 GT Pro and G55 GT Pro will be recorded on their applicable specification sheets.

Series-approved Fikse wheels may be used when their dimensions, offset, load rating and brake clearance have been approved.

The Series may specify:

- Control tire manufacturer.
- Dry and wet tire models.
- Permitted sizes.
- Maximum marked dry tires per event.
- Damaged-tire replacement procedures.

Tire treatment, chemical softening or alteration of the tire compound is prohibited.

Tire warmers are prohibited unless expressly authorized.

B13. MINIMUM COMPETITION WEIGHT

Minimum competition weight includes the car, driver and remaining fluids immediately following the relevant session.

The official minimum weight for each Ginetta model will be stated in the annual Classification and Balance of Performance Table.

Advertised vehicle or dry weight is not the official Series minimum.

Ballast must be securely installed in accordance with sanctioning-body requirements and may be sealed by Series officials.

No tolerance below the published minimum weight is permitted.

B14. FUEL SYSTEM

The original fuel cell or a Series-approved replacement must be retained.

The G56 GTP8 reference specification includes an FIA-approved 80-litre fuel cell.

The approved usable capacity for every vehicle may be specified in the annual technical table.

Fuel lines, fillers, vents, dry-break systems and pumps must be securely installed and protected from heat, abrasion and impact.

B15. SAFETY EQUIPMENT

Every Ginetta must comply with the safety regulations of the sanctioning organization.

The factory chassis and integral safety cage may be accepted subject to inspection and logbook approval.

Required equipment includes, where applicable:

- Approved seat and mounting system.
- Racing harness.
- Window net or arm restraints.
- Fire-suppression system.
- Electrical master cutoff.
- Tow eyes.
- FIA-compliant fuel cell.
- Driver head-and-neck restraint.
- Safety padding.
- Rain light.

The Series may require updated safety equipment even when it was not included in the vehicle's original build.

B16. MODEL CONVERSION

A vehicle converted from one Ginetta specification to another must be approved before competition.

The competitor must provide:

- Original model and chassis number.
- Complete conversion parts list.
- Engine and ECU information.
- Transmission information.
- Brake and suspension specification.
- Current weight.
- Confirmation that the conversion follows a recognized Ginetta configuration.

A partial or hybrid conversion may be refused or assigned an individual specification and competition adjustment.

B17. INSPECTION AND COMPLIANCE

The Series may inspect any Ginetta at any time.

Inspection may include:

- Vehicle weight
- Ride height
- Engine and transmission seals
- ECU calibration and logged data
- Rev limit
- Dynamometer output
- Intake and exhaust
- Gear ratios
- Differential
- Suspension
- Brakes
- Wheels and tires
- Fuel capacity
- Bodywork and aerodynamics

Missing seals, undocumented changes or refusal to provide requested data may result in disqualification.

Factory built. Racer maintained. Series controlled.