

Announcement for the Porsche Sports Cup 2007

Series requiring a racing licence

Foreword

6 circuits, 6 races,
1 experience: Pure Porsche.

In its second season, the Porsche Sports Cup has already caused a great deal of excitement among the 1,220 participants. This year's event, which is open to both vehicles approved for road use and those modified for racing, is being held on 6 different weekends at 6 famous circuits, including the Hockenheimring and Spa-Francorchamps.

In this exciting series of races, ambitious and passionate drivers can test their motorsport skills in the Porsche Driver's Cup for Porsche drivers without a racing licence and – for drivers who already possess a racing licence – in the Driver's Challenge, the Sports Cup, the Super Sports Cup or the Sports Cup Endurance. Whether or not you have a racing licence and whether you own a road Porsche or one modified for racing - the Porsche Sports Cup promises excitement, competition and the very best action.

Events with no licence required

The taster day – get to the heart of the action instead of watching from the sidelines.

This event gives Porsche drivers their first taste of motor sports. The participants spend a full day at the circuit and experience everything associated with a race: the drivers' meeting, a guided tour of the paddock, racing office and pit lane, and then the real highlight - getting out onto the track under the guidance of Porsche instructors.

The Porsche Driver's Cup.

The Porsche Driver's Cup is an opportunity for ambitious Porsche drivers who have not yet obtained a racing licence to test their driving abilities. The focus is not on top speeds but on improving skills for everyday road driving and safely controlling the vehicle. Experienced instructors from the Porsche Sports Driving School provide training on the ideal line, correct braking, turning in and accelerating in and after bends. The training drives are followed by a time trial.

Series for drivers with a racing licence.

Semi-professional drivers holding a racing licence can put their skills to the test in 4 race series:

- Porsche Driver's Challenge
- Porsche Sports Cup
- Porsche Super Sports Cup
- Porsche Sports Cup Endurance

These series are for drivers who get a real buzz from motor sports. Those who go to the limit. Those who think in milliseconds. And long for the next victory. Starting grid, sprint races, endurance races, pit stops, changing drivers, overtaking manoeuvres and the chequered flag – these are just some of the phrases that set the pulse racing!

Attractive and professional.

Porsche Deutschland GmbH has once again arranged for Hegersport GmbH and the ADAC to organise and run the Porsche Sports Cup, in conjunction with the Porsche Club Deutschland. Jürgen Barth, a former winner of the "Le Mans 24 hour race" and a man with a

wealth of experience as a sport co-ordinator and member of various FIA commissions, will be returning as race director for this relatively new series. In addition, other well-known partners such as Deutsche Bank and Michelin are involved in the events.

The allure of Porsche is contagious.

The Porsche Sports Cup at first hand: Experience exciting competition and thrilling qualifying rounds, visit the paddock and the pit lane, talk to the drivers and find out about current Porsche products at your own pace – 911, Boxster, Cayman or Cayenne. And take a bit of Porsche home with you – thanks to our shop with the latest accessories from the Porsche Design Driver's Selection.

Fun and excitement for the entire family.

For children, our Porsche Children's World provides fun and variety – including a bouncy castle, face painting and table football. There is something for everyone. And on the junior racetrack, the motor sports enthusiasts of tomorrow can feel like real racing drivers. After all, if you want to be a champion you need to start young. Be there at the Porsche Sports Cup to hear the famous words: Gentlemen, please start your engines!

Further information, details for interested drivers and spectators and the registration forms can be found at www.porschesportscup.de.

Porsche Sports Driving School.

For those participating in the Driver's Cup and the series requiring a racing licence, we recommend the training programmes available from the Porsche Sports Driving School as a starting point. The Porsche Sports Driving School offers both advanced drivers and newcomers with a Pre-Level or Precision training classification the opportunity to expand their knowledge and skills. With further training, from Master Level and extending up to the national racing licence A from the DMSB, you can perfect your own driving style. Or experience a new dimension in sports car driving at first hand on one of the special courses: g-Force Training or the Telemetric Session.

More information is available by contacting:

Tel.: +49(0)711 911-78683

Fax: +49(0)711 911-78685

E-mail: sportfahrschule@porsche.de

Events not requiring a racing licence

Porsche taster day

1. Programme

Guided tour of the paddock and pit lane.

Theory and practice: drivers' meeting, familiarisation with the track, behaviour on the track, seating position in the vehicle, steering wheel handling.

Slalom driving.

Driving with instructor on the track

2. Participants

Drivers with a valid driving licence.

3. Vehicles

Porsche sports cars approved for road use.

4. Fee

EUR 95.–

Porsche Driver's Cup

1. Schedule

30 minutes driving with instructor.

30 minutes training.

30 minute time trial.

2. Participants

Drivers with a valid driving licence.

3. Vehicles

Porsche sports cars approved for road use. Only Porsche sports cars approved for road use are permitted.

4. Classification

Classification is based on the vehicle's engine power (as specified in vehicle registration papers).

5. Registration fee

Porsche Club members: EUR 320.–

Non-members: EUR 360.–

Series requiring a racing licence

Porsche Driver's Challenge

1. Schedule

At least 60 minutes open-course driving, divided into 2 sessions.

30 minute time trial.

2. Participants

Drivers must have a national DMSB licence (or higher licence). Alternatively, a one-day or event licence is available.

3. Vehicles

Porsche sports cars approved for road use. Only tyres approved for road use in accordance with the currently valid tyre list are permitted.

4. Classification

Drivers and their vehicles are divided into classes.

5. Registration fee

Porsche Club members: EUR 360.–

Non-members: EUR 385.–

Porsche Sports Cup

1. Schedule

At least 30 minutes open-course training,

30 minutes qualifying.

30 minute 1st race with flying start.

30 minute 2nd race with standing start.

2. Participants

Drivers with a valid national DMSB-A licence (or higher).

3. Vehicles

Porsche sports cars with Michelin Pilot Sport production tyres, Group 2–7 and Group Classic GT in accordance with the valid technical regulations for the PSC.

4. Registration fee

Porsche Club members: EUR 600.–

Non-members: EUR 625.–

Porsche Super Sports Cup

1. Schedule

At least 30 minutes open-course training.

30 minutes qualifying.

30 minute 1st race with standing start.

30 minute 2nd race with standing start.

2. Participants

Drivers with a valid national DMSB-A licence (or higher).

3. Vehicles

Porsche sports cars with marked Michelin racing tyres, Group 2–7 and Group Classic GT in accordance with the valid technical regulations for the PSC.

4. Registration fee

Porsche Club members: EUR 660.–

Non-members: EUR 685.–

Porsche Sports Cup Endurance

1. Schedule

At least 45 minutes open-course training

At least 30 minutes qualifying.

Race duration: 2 hours.

2. Participants

Drivers with a valid national DMSB-A licence (or higher). The races can be completed by one driver alone. Maximum 3 drivers permitted per vehicle.

3. Vehicles

Porsche sports cars with Michelin Pilot Sport production tyres, Group 2–7, as well as Porsche sports cars with Michelin racing tyres, Group 2–7 and Group Classic GT, in accordance with the valid technical regulations for the PSC.

4. Registration fee

Porsche Club members: EUR 985.–

Non-members: EUR 1,010.–

Motor Sport Regulations 2007

Porsche Driver's Challenge
Porsche Sports Cup
Porsche Super Sports Cup
Porsche Sports Cup Endurance

Organisation
HegerSport GmbH
Ruhrtalstraße 69a
45239 Essen

Race management:
Jürgen Barth

Dates 2007

12./13.05.2007
Hockenheimring

30.06./01.07.2007
Motorsport Arena Oschersleben

21./22.07.2007
Spa-Francorchamps, Belgium

11./12.08.2007
Sachsenring

01./02.09.2007
Eurospeedway Lausitz

06./07.10.2007
Hockenheimring

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Dr. Ing. h.c. F. Porsche AG 2007

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Date 02/07

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General Announcement for the Porsche Sports Cup Series 2007

Organiser/Organisation:

Motorsportclub Weingarten e.V. im ADAC
Herr Jürgen Fabry
Breitwiesenweg 29
76356 Weingarten
Tel.: (07244) 706250
Fax: (07244) 706252

1 General

1.1 Organisation

The Motorsportclub Weingarten e. V. in ADAC, referred to here as the series organiser, invites you to participate in the Porsche Sports Cup Series for 2007. The competitions described in this announcement have been approved by the German Motor Sport Federation (DMSB) on 19.01.2007 under Reg. No. 728/07.

1.2 Legal basis for the series

This series is subject to the following regulations:

- International Sports Law of the FIA (ISG), incl. appendices
- DMSB event regulations
- DMSB competition regulations
- Legal and procedural regulations of the DMSB (RuVO)
- Decisions and regulations of the DMSB
- DMSB environmental guidelines
- Anti-doping regulations of the national anti-doping agency (NADA Code)
- Motor sport and technical regulations applicable to this series, incl. amendments and supplements (Bulletins) approved by the DMSB
- Announcements for the events, including any amendments or supplements

1.3 Status of the events

National Event with Authorized Foreign Participants (NEAFP). German is the only officially binding language for the events.

2 Calendar for the events

12.-13.05. Hockenheimring
30.06.-01.07. Motorsport Arena Oschersleben
21.-22.07. Spa-Francorchamps, Belgium
11.-12.08. Sachsenring
01.-02.09. Eurospeedway Lausitz
06.-07.10. Hockenheimring

3 Motor sport regulations (Instructions on how to apply the regulations)

3.1 Participants

Drivers with a national or international competition and driving licence (valid for 2007) from the DMSB or other ASN affiliated with the FIA.

3.2 Entrants

Entrants who apply with the driver must have a company or club licence (valid for 2007) from the DMSB or other ASN affiliated with the FIA.

3.3 Guest drivers

(not applicable)

3.4 Age restrictions

(not applicable)

3.5 Applications

(not applicable)

3.6 Obligation to participate

(not applicable)

3.7 Driver nomination

The closing date for driver nomination is 10 days prior to the event (received by HEGERSPORT GmbH). The amount of the registration fee depends on the specific series of races. An additional processing fee of EUR 50.– will be charged for driver nominations received after the closing date, or for changes to driver nominations made after the closing date.

3.8 Approved vehicles

Only Porsche sports cars that comply with the technical specifications contained in these regulations are permitted to participate in the Porsche Sports Cup. The organiser reserves the right to exclude individuals from participation or, with the consent of the sport commissioners, to allow additional individuals or vehicles to participate. The race director/race manager can require that every vehicle involved in an accident be stopped and inspected.

(Information on approved vehicles and classes can be found in the Technical Regulations PSC 2007 starting on p. 27.)

3.9 Repairs, security seals and component marking

(not applicable)

3.10 Document submittals

The following documents must be submitted by the driver/entrant

- Driver confirmation
- Licence from entrant/sponsor
- Driving licence
- ASN confirmation, if necessary

3.11 Technical acceptance / technical inspections

For the technical acceptance, the drivers or individuals designated by the drivers must appear with the competition vehicle and the specified driver's safety equipment. The vehicle must be presented as it will be used in the competition and must comply with the technical specifications. The portable scale for the Porsche Sports Cup will serve as the reference to determine the vehicle's weight. Vehicles may be weighed at any time with the agreement of the technical commissioners for the event.

The following vehicle documents must be presented:

– Vehicle pass or vehicle registration papers

3.12 Driver's equipment

(see Technical Regulations, Art. 4.4)

3.13 Advertising on driver's equipment

(not applicable)

3.14 Advertising and starting numbers on vehicles

(see Technical Regulations, Art. 4.10)

ATTENTION: Deviations from the FIA/DMSB regulations require the special approval of the DMSB.

3.15 Running of the competitions

The competitions will be run in accordance with the event and track regulations of the DMSB, unless specified otherwise in this document or the announcement issued by the specific event organiser.

The following competitions will be held during the events:

Porsche Driver's Challenge (time trial)

Porsche Sports Cup

Porsche Super Sports Cup

Porsche Sports Cup Endurance

(See Appendix - Series Announcement for Porsche Sports Cup 2007

3.16 Training

Open-course training, open-course driving and a qualifying session are planned for each competition (except for the Porsche Driver's Challenge).

Porsche Driver's Challenge

60 minutes open-course driving, divided into two sessions

Porsche Sports Cup

30 minutes open-course training.

30 minutes qualifying.

Porsche Super Sports Cup

30 minutes open-course training.

30 minutes qualifying.

Porsche Sports Cup Endurance

45 minutes open-course training.

30 minutes qualifying.

In all training sessions, the time is measured only between crossing the starting/finishing lines on the track and not its rearward extension in the pit lane.

If it appears necessary for safety reasons, the race manager/race director is authorised to declare "full course yellow".

3.17 Qualification

To qualify for the races (except for the Porsche Driver's Challenge) in all competitions, a driver must have driven at least one timed lap during qualifying. The fastest time attained must not exceed 110% of the time recorded for the fastest participant in the class.

With the consent of the sport commissioners, the race director/race manager is authorised to allow participation by drivers who did not qualify. These drivers start from the last row(s) of the starting grid.

The starting position for each race is determined by the driver's placement in the qualifying. If qualifying cannot be run or if the results from qualifying are not available 60 minutes prior to the start of the race, the starting grid is established on the basis of the most recent standings for the particular series.

If qualified entrants cancel their entry in the race up to 60 minutes prior to the start of the race, the remaining competitors advance in the starting line up.

3.18 Types of starts

The following types of starts are used for races:

Flying start (Indianapolis start)

Porsche Sports Cup, 1st race

Porsche Sports Cup Endurance

Standing start with offset starting grid (Grand Prix start)

Porsche Sports Cup, 2nd race

Porsche Super Sports Cup

3.19 Races

Porsche Driver's Challenge (time trial)

30 minute race

Porsche Sports Cup

2 races lasting 30 min. each

Porsche Super Sports Cup

2 races lasting 30 min. each

Porsche Sports Cup Endurance

1 race lasting 120 min.

The finishing line is considered to be both on the track and in the pit lane.

3.20 Ranking / point allocation

All participants who start and complete at least 75 % of the laps completed by the first-place vehicle are ranked. See "Special regulations, Art. 6" for point allocation.

3.21 Prize money

(not applicable)

3.22 Title

(not applicable)

3.23 3.23 Special regulations

The “Special regulations” are published in the appended Porsche Sports Cup 2007 section.

3.24 Protest and appeal

The International Sports Law (ISG) of the FIA and, for non-international series, the DMSB event regulations and the DMSB legal and procedural regulations apply in the event of a protest or appeal.

3.25 Exclusion of court jurisdiction and limitation of liability

Recourse to courts of law is excluded with regard to decisions by the FIA, the DMSB, their jurisdiction, the sport commissioners, the series organiser or the event operator as adjudicator in the legal sense of § 661 of the BGB.

No claims for damages of any kind whatsoever can be entertained against any actions and decisions of the DMSB or its sports jurisdiction or the officials of the DMSB and the organiser except where these arise as the result of damages caused by maliciousness or gross negligence.

3.26 Exclusion of liability

With submittal of the application, the competitors and drivers waive the right to claims of any kind for damages arising in conjunction with the event, and specifically against:

- the FIA, the DMSB, the member organisations of the DMSB, the Deutsche Motor Sport Wirtschaftsdienst GmbH, its presidents, committees, directors, general secretaries
- the ADAC branches, the promoter/series organiser, the event operator, the racing officials, the circuit owners, the German Porsche Clubs
- Dr. Ing. h.c. F. Porsche AG, Porsche Deutschland GmbH, its contractors, sponsor and suppliers
- authorities, racing services and all other persons connected with the organisation of the event,
- highway construction companies, in the event of damage due to the condition of the roads and accessories used during the event, and
- the staff and employees of all the aforementioned persons and entities,

except for injury from endangerment to life, health or well being of body due to intentional or negligent dereliction of duty – including that of a legal representative or employee of a non-labile group of individuals – and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or employee of a non-labile group of individuals.

Participants waive the right to claims of any kind for damages arising in association with the racing competitions (untimed or timed training, qualifying warm-up, races) against (except for the Driver’s Challenge)

- the other participants (competitors, drivers), their assistants, the owners and persons in charge of other vehicles,
- one’s own competitor and one’s own driver(s) (other separate agreements have priority!) and one’s own assistants except for injury from endangerment to life, health or well being of body due to intentional or negligent dereliction of duty – including that of a legal representative or employee of a non-labile group of individuals – and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or employee of a non-labile group of individuals.

The exclusion from liability vis-à-vis all competitors becomes effective with submittal of the driver nomination/registration form.

The waiver of liability extends to all claims on whatever legal basis, including in particular claims for damages arising from contractual or extra-contractual liabilities and similarly to claims arising from illegal activities. Implicit agreements relating to liability exclusions shall be unaffected by the above waiver of liability declaration.

3.27 Exemption from claims by vehicle owner

(1) If neither the competitor nor driver is the owner of the vehicle to be used, it is their responsibility to obtain the signature of the vehicle owner on the declaration / waiver regarding liability claims printed on the application form.

(2) In the event that this declaration / waiver is not signed by the vehicle owner, the entrant and driver agree to exempt all individuals and entities named in Art. 32 from any and all claims by the vehicle owner, except for injury from endangerment to life, health and well being of body due to any intentional or negligent dereliction of duty, and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or an employee of a non-liaible group of individuals.

(3) This waiver / declaration applies to claims of any kind against the other participants (entrants, drivers, co-drivers), their assistants, the owners, persons in charge of other vehicles, one's own entrant, one's own driver(s) (other separate agreements between entrant and driver have priority!) and one's own assistants for damage arising in conjunction with the racing competitions (untimed or timed training, warm-up, races), and to claims against other individuals or entities arising in conjunction with the event as a whole. Implicit agreements relating to liability exclusions shall be unaffected by the above waiver of liability declaration.

3.28 Responsibility, changes to the announcement and cancellation of the event

(1) The participants (entrant, driver, co-driver, vehicle owner and person in charge of the vehicle) take part in the event at their own risk. They bear sole civil and criminal responsibility for any damage caused by them or by the vehicles they use, provided that exclusion from liability as described in this announcement has not been agreed upon.

(2) The series organiser reserves the right to make all necessary changes to the announcement attributable to force majeure, for safety reasons or mandated by authorities, or to cancel the event or some of the competitions in the event of exceptional circumstances without being liable to any claims for damage, except for intentional or gross negligence. In other regards, the organiser assumes liability only to the extent agreed upon in the announcement and nomination form.

3.29 Binding text for the regulations

Only the German text approved by the DMSB is binding.

3.30 Acceptance of the regulations

By signing the nomination form, every entrant and driver participating in the Porsche Sports Cup accepts these regulations as a whole, together with the regulations of the DMSB and the International Sports Law (ISG) of the FIA with its appendices.

3.31 Jurisdiction

To the extent that recourse to courts of law is not excluded and in the event that claims are brought against the Motorsportclub Weingarten e.V. im ADAC and agreement regarding jurisdiction is permitted in accordance with § 38 of the ZPO, Karlsruhe-Durlach is hereby selected.

4 Technical specifications

4.1 Overview of invited groups / classes

Groups 1–7 as well as the Classic GT with Porsche sports cars complying with the following specifications.

4.2 Basis for the technical specifications:

- General specifications, definitions and clarifications in the technical regulations (DMSB Handbook, blue section)
- Technical Regulations for the Porsche Sports Cup 2007

4.3 General technical specifications

Everything not expressly permitted by these regulations is prohibited. Permitted modifications may only be carried out, if these do not incorporate any prohibited modifications and result in violation of these regulations.

(See Technical Regulations for the Porsche Sports Cup 2007)

4.4 Driver's clothing

Drivers must wear overalls that comply with FIA Standard 8856-2000 as well as underwear (with long arms and legs), hood, socks, shoes and gloves that comply with FIA regulations.

In addition, a helmet complying with DMSB regulations must be worn.

Use of the HANS system is recommended.

4.5 General specifications

(See Technical Regulations for the Porsche Sports Cup 2007)

4.6 Minimum vehicle weights and ballast

Must comply with the particular specifications for the individual groups.

4.7 Displacement factor for supercharged engines

(not applicable)

4.8 Exhaust regulations

Vehicles must comply with current DMSB exhaust regulations (see DMSB Handbook, blue section).

4.9 Noise regulations

Vehicles must comply with current DMSB noise regulations (see DMSB Handbook, blue section).

(see Special Regulations for the Porsche Sports Cup, Article 11)

4.10 Advertising regulations and starting numbers on vehicles

Vehicles must comply with current FIA/DMSB regulations regarding starting numbers and advertising (see DMSB Handbook, blue section).

4.11 Safety equipment

(See Technical Regulations for the Porsche Sports Cup 2007)

4.12 Fuel and standard fuel (where applicable)

Only commercially available unleaded fuel in accordance with Art. 252.9, Appendix J (ISG) that complies with DIN EN 228, or diesel fuel in accordance with Art. 252.9 and DIN EN 590 may be used. No additives are permitted, except for air or lubricating oil in the case of 2-stroke engines.

4.13 Definitions

The definitions provided in Art. 251 of Appendix J (ISG) apply, together with the definitions contained in the "General specifications, definitions and clarifications of the technical regulations" (see DMSB Handbook, blue section).

Special Regulations Porsche Sports Cup Series 2007

Art. 1 Preliminary schedule

Art. 2 Drivers' meeting

Art. 3 Training, determination of starting grid, qualification

Art. 4 Start, types of starts

Art. 5 Length of races, interruption, repeat start

Art. 6 Annual ranking

Art. 7 Parc fermé

Art. 8 Award ceremony, prizes

Art. 9 Liability

Art. 10 Additional regulations for training sessions and races

Art. 11 Additional regulations for the events

Art. 1 Preliminary schedule

(See short announcement for the relevant event)

If the schedule is threatened by weather or other outside factors, training sessions and races may be shortened in the interest of obtaining a result. The decision is taken by the race director/race manager after consultation with the organisers, the event operator and with the consent of the sport commissioners, and will be published in a bulletin in a timely fashion.

Art. 2 Drivers' meeting

Failure to attend will result in a fine (EUR 50), payable to the DMSB. Furthermore, the absence will be reported to the sport commissioners, who are entitled to impose an additional punishment.

Art. 3 Training, determination of starting grid, qualification

Only the starting grid for race 1 is established during the qualifying.

In consultation with the sport commissioners, the starting grid for race 2 is established based on the times from the preliminary or, if available, final results for race 1. Protests and/or appeals based on the results from race 1 have no delaying action with regard to the starting grid for race 2.

If race 1 cannot be run or if it is interrupted before reaching 50% of the intended distance and not restarted, the second race is started using the starting grid for race 1.

Qualified drivers who did not start or were not judged in race 1 are assigned to the remaining starting positions for race 2 behind the judged drivers in the sequence of their qualifying times.

Art. 4 Start, types of starts

The starting procedure on the track begins with the display of the five-minute sign. Fuelling on the starting grid is absolutely prohibited and results in forfeiture of the right to start or loss of classification.

Start problems/interrupted start

If a start has to be interrupted after completion of the formation lap due to competitor actions or technical problems experienced by a competitor (start delayed), a racing official stands in front of the vehicle involved (cause) and permits it to join the new formation lap only after the entire field of drivers has passed. After the new formation lap, the vehicle responsible for the delay joins the

field of drivers at the back of the starting grid. The empty starting position is not filled. If several participants are involved, the new starting position at the end of the starting grid is based on the minute-table position in the intended starting grid. If the vehicle responsible for the delay is not able to join the new formation lap, it is pushed into the pit lane by the racing officials. It may join the race from here after it restarts.

Indianapolis start

The participants must ensure that during the initial lap the distance from the pace car or the leading competitor does not exceed a maximum of five car lengths. Empty starting spots are closed by having vehicles move up in the starting lanes (right or left lane).

Start not allowed

If the start is not allowed, the starting light remains on red or the starter waves the red flag. In addition, the starting light flashes yellow and the yellow flag is shown at all locations. In this case, the competitors must pass the red light (flag) at a slow speed, contrary to Art. 7 of the DMSB track regulations, and drive another lap at a slow speed in the intended starting grid, led by the competitor in pole position. After passing the starting line at the end of this lap, the pace car rejoins the field. Following this, the starting procedure commences again in accordance with Art. 7 of the DMSB track regulations. This procedure may be repeated several times. As a consequence, in races with a specified number of laps, the length of the race is shortened by two laps each time, and, in races with a specified duration, by the time required for the repeated start.

In addition, the following applies: approximately 500 m before the starting line, the "GRID" sign is displayed to the competitors. From this point at the latest, the vehicles must drive in their specified starting position within their starting lanes as follows: distance from preceding vehicle about 5 m, maximum two car lengths, parallel to adjacent vehicle in a line with the preceding vehicle.

Art. 5 Length of races, interruption, repeat start

75% rule

For races in all classes, the distance corresponding to 75 % can be read from the table below.

Specified race duration – 75% reached:

30 min. – 22:00 min. after the start signal

120 min. – 90:00 min. after the start signal

Interruption

The race director/race manager is authorised to interrupt a race before the specified maximum duration has elapsed.

If the interruption occurs before the leading vehicle has completed two full laps, the initial start is invalid. It is considered as not having been carried out. All drivers who previously started are allowed to participate in the repeat start with the vehicles they originally brought to the start. The original starting grid remains in effect. Open starting spots in the starting grid resulting from drivers who are no longer able to start remain open for a Grand Prix start and are closed by moving up within the starting lane for an Indianapolis start. Starting rows are closed by moving up for both types of starts.

If the interruption occurs after the leading vehicle has completed more than two laps, but less than 75% of the race duration specified by the race manager, a repeat start can, if conditions permit, be carried out. If the race continues with a repeat start after the interruption, the starting grid is based on the classification in the first part of the race (see**). Except for establishing the

starting grid for the second part of the race, the first part of the race has no further meaning in this case.

If the leading vehicle has completed 75% or more of the specified race duration when the interruption occurs, the race is deemed to have been completed if interrupted. There is no repeat start.

If the interruption signal is displayed, all vehicles must immediately reduce their speed and drive slowly while observing the following points.

- **The classification in the race corresponds to the sequence that existed two laps prior to the end of the lap in which the interruption signal was given
- No passing is allowed
- Service and other vehicles as well as people may be on the track
- The track may be blocked completely because of an accident
- Because of weather conditions, driving on the track at racing speed may not be possible

Repeat start, restart

After a repeat start or restart, the following rule applies for the length of the race in all classes: 5:00 min. are added to the time at which the interruption occurs (start of the lap for the leading vehicle).

Example:

Interruption after an elapsed racing time of 12:07 min.,
Race duration 30:00 min.

12:07 min. + 5:00 min. = 17:07 min.

Remaining driving time = 12:53 min.

The exact remaining driving time is determined based on the elapsed time in consultation with the sport commissioners and specified prior to the repeat start or restart. No protests against this ruling are permitted.

If the vehicles are directed into the pits between the two runs, they are not subject to the parc fermé regulations there. If they are directed straight to the new starting grid, work may be performed on the vehicle there. In both cases, refuelling and draining of fuel are prohibited in accordance with Art. 21.7.

The repeat start or restart is conducted as described in Art. 5.

Art. 6 Annual ranking

To participate in the annual ranking, one application per driver must be submitted to the organisers. To qualify for ranking, participation in at least 4 events is required. Points are allocated exclusively to registered competitors for each race based on the class results. Points are allocated as follows.

Platz										
1	2	3	4	5	6	7	8	9	10	Alle weiteren
20	15	12	10	8	6	4	3	2	1	0

Punkte

Classes with fewer than 3 starters receive 50% of the points.

Additional points: When more than 3 vehicles start in each class, 0.2 points are allocated per additional starter (Example: 4 starters = 0.2 points, 5 starters = 0.4 points etc.) If a change of class/group occurs during the season, the points gained to date are retained in that class by the driver; it is not possible to carry over points to another group/class.

In the event of equal points, the greater number of first, second etc. class rankings from races will be the deciding factor.

At the annual awards ceremony, the 3 first placed competitors in each series (for the Sports Cup Endurance, also classified by series and racing tyres) and the 3 first placed competitors in each class receive trophies.

Art. 7 Parc fermé

Parc fermé regulations are in effect after all qualification and training sessions and races. All participants who are waved off the track are to park their vehicles in the parc fermé as instructed by the racing officials. Vehicles that have participated in training or races, but have not crossed the finish line and/or are unable to reach the parc fermé under their own power are also subject to the parc fermé regulations.

Art. 8 Awards ceremony, prizes

Immediately after the victory lap, the event operator will present awards to the 3 first placed competitors or the individual winners for each class in the announcement. The awards are issued conditionally. The awards ceremony is part of the event and attendance is mandatory!

Art. 9 Liability

Declarations by entrants and drivers regarding exclusion of liability.

The participants take part in the event at their own risk. They bear sole civil and criminal responsibility for any damage caused by them or by the vehicles they use, provided that exclusion from liability has not been agreed upon.

By submitting the driver nomination/registration form, the entrants and drivers waive the right to claims of any kind for damages arising in conjunction with the event, and specifically against:

- the FIA, the DMSB, the member organisations of the DMSB, the Deutsche Motor Sport Wirtschaftsdienst GmbH, Its presidents, committees, directors, general secretaries
- the ADAC branches, the promoter/series organiser, the event operator, the racing officials, the circuit owners, the German Porsche Clubs
- Dr. Ing. h.c. F. Porsche AG, Porsche Deutschland GmbH, its contractors, sponsor and suppliers
- authorities, racing services and all other persons connected with the organisation of the event,
- highway construction companies, in the event of damage due to the condition of the roads and accessories used during the event, and
- the staff and employees of all the above-mentioned persons and entities, except for injury from endangerment to life, health or well being of body due to intentional or negligent dereliction of duty – including that of a legal representative or employee of a non-labile group of individuals – and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or employee of a non-labile group of individuals.

Participants waive the right to claims of any kind for damages arising in association with the racing competitions (untimed or timed training, qualifying warm-up, races) against (except for the Driver's Challenge)

- the other participants (entrants, drivers), their assistants, the owners and persons in charge of other vehicles,
- one's own entrant, one's own driver(s) (other separate agreements have priority!) and one's own assistants

,

except for injury from endangerment to life, health or well being of body due to intentional or negligent dereliction of duty – including that of a legal representative or employee of a non-liable group of individuals – and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or employee of a non-liable group of individuals.

The exclusion from liability vis-à-vis all participants becomes effective upon submittal of the driver nomination/registration form. The exclusion of liability extends to all claims on whatever legal basis, including in particular claims for damages arising from contractual or extra-contractual liabilities and similarly to claims arising from illegal activities.

Implicit agreements relating to liability exclusions shall be unaffected by the above waiver of liability declaration.

In the case of an injury occurring during or detected during the event, or in the case of damage to health that may permanently or temporarily impair racing activities, the undersigned releases all treating physicians – including safety risks to third parties which may occur under certain circumstances - from the obligation of patient-physician confidentiality vis-a-vis the officials who are responsible at the event (attending physicians, race managers, racing commissioners).

Declaration by the vehicle owner

(Only required with submittal of driver nomination/registration form, if entrant or driver is not the owner of the vehicle to be used.)

By submitting the driver /nomination/registration form, I hereby declare my agreement to participate in the events of the Porsche Sports Cup with the vehicle described and renounce the right to claims of any kind for damages arising in conjunction with the events, and specifically against

- the FIA, the DMSB, the member organisations of the DMSB, the Deutsche Motor Sport Wirtschaftsdienst GmbH, its presidents, committees, directors, general secretaries
- the ADAC branches, the promoter/series organiser, the event operator, the racing officials, the circuit owners,
- Dr. Ing. h.c. F. Porsche AG, Porsche Deutschland GmbH, its contractors, sponsors and suppliers
- authorities, racing services and all other persons connected with the organisation of the event,
- highway construction companies, in the event of damage due to the condition of the roads and accessories used during the event,
- and
- the staff and employees of all the above-mentioned persons and entities,

except for injury from endangerment to life, health or well being of body due to intentional or negligent dereliction of duty – including that of a legal representative or employee of a non-liable group of individuals – and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or employee of a non-liable group of individuals.

I waive the right to claims of any kind for damages arising in conjunction with the racing competitions (untimed or timed training, qualifying, warm-up, races) against – the entrants, drivers, persons in charge, owners of other participating vehicles, the assistants of the participant(s) named in the application and the other participants as well as against the entrant(s), driver(s) of the vehicle provided by me (other special agreements between the owner, entrant(s), driver(s) have priority!),

except for injury from endangerment to life, health or well being of body due to intentional or negligent dereliction of duty – including that of a legal representative or employee of a non-liaible group of individuals – and except for other damage due to intentional or grossly negligent dereliction of duty – including that of a legal representative or employee of a non-liaible group of individuals.

The waiver of liability extends to all claims on whatever legal basis, including in particular claims for damages arising from contractual or extra-contractual liabilities and similarly to claims arising from illegal activities. Implicit agreements relating to liability exclusions shall be unaffected by the above waiver of liability declaration.

Art. 10 Additional regulations for training sessions and races

1. Preliminary line up for training and races

The location for the preliminary line up and access to the circuit will be provided in the short announcement for the relevant event.

Training

The participants will be called to the preliminary line up in accordance with the schedule set by the event operator. Participation in training requires the driver's presence at the preliminary line up. Drivers who arrive at the preliminary line up for training too late will be allowed to attend the training session late from the preliminary line up or the pit lane only with the express approval of the race manager. A special second training session will not be held for participants who arrive late.

Races

The participants who qualify for the races are called to the preliminary line up in accordance with the schedule set by the event operator. Access to the actual starting grid on the track is only possible via the preliminary line up specified for the particular race.

Participants who have not driven from the preliminary line up to the starting grid may only join the race from the pit lane after the race has started. This applies also to the participants who drove into the pit lane.

2. Safety car

Five minutes prior to the starting time for the race, the safety car drives one complete lap around the track and then drives to the assigned spot for the first lap.

3. Penalties

Contrary to Art. 26 of the DMSB track regulations, the time for the fastest training lap is dropped when braking curves are not used during training.

The driver alone is responsible for reacting to the signals given by the race managers. The drivers are thus advised to watch for any possible signal every time they cross the starting/finishing line.

The team receives no additional notification.

Stop-and-go penalty

No work on the vehicle is permitted; however, provision of any necessary starting assistance is allowed. A stop-and-go penalty cannot be counted as one of the mandatory pit stops.

4. Special driving instructions and behavioural rules

The driving instructions contained in Appendix L of the ISG apply with the following additions.

A speed limit of 60 km/h applies in the pit lane during training and races. During training, offences are penalized with a fine (first offence EUR 50, each additional offence EUR 100), payable to the DMSB. All offences are reported to the racing commissioners, who are authorised to impose additional penalties.

During races, offences are penalized with a stop-and-go penalty.

Crossing the white dividing line at the exit from the pits is not permitted. During training, offences are penalized with discounting of the fastest training time; during races, with a stop-and-go penalty.

Drivers who wish to enter the pit lane from the track must indicate this by using a turn signal or hand signal.

Upon conclusion of a race (waving of the chequered flag), the participants drive one victory lap or are directed into the paddock by the racing officials. After the chequered flag is waved, speeds are to be reduced significantly. Extremely disciplined and sensible driving is mandatory and passing is prohibited.

During the victory lap, taking passengers in or on the vehicles is prohibited. It is also prohibited to accept or attach parts or objects of any kind or to distribute or remove such items. (In this regard, refer also to Art. 7, "Parc fermé")

If a vehicle leaves the track and cannot return to the track under its own power or with the assistance of the track safety officials, the driver must place the car in neutral, turn the steering wheel to the specified position, then leave the vehicle and move behind the first safety line. The driver must remain there until his/her vehicle has been removed.

No driver involved in an accident or incident is permitted to leave the event grounds without the express approval of the racing commissioners.

5. Safety regulations in the pits and pit lane

Only authorised individuals with appropriate identification are permitted to stay in the pit lane. Individuals under the age of 14 are prohibited to enter!

Art. 11 Additional regulations for the events

Entry to the paddock

Times for entry to the paddock will be specified in the short announcement for the relevant event. Setting up outside the times specified by the event operator is expressly prohibited. Entry to the paddock and setting up are regulated by the paddock team from the PSC Organisation in co-operation with the paddock staff provided by the event operator. Instructions given by the staff on duty are to be followed unconditionally. Failure to follow instructions can lead to action by the event operator. The driver/entrant is liable for his/her team members. Roadways and emergency access roads are to remain unobstructed at all times.

Ban on test drives

In the week of the relevant event, participants are prohibited from driving on the circuit with a competing vehicle outside the training times specified by the event operator. Violations can result in a penalty. (Exception: Official test drive days specified by the organisers.)

Inspection

The inspection times and the location for submittal of documents for inspection as well as the technical inspection will be specified in the short announcement issued by the event operator. The technical inspection can only take place after inspection of documents has been completed.

Cancellation of registration

If, before or during the event, a participant registered for a race is not able to participate or no longer participate in the various training sessions or races for any reasons whatsoever, he/she should cancel his/her registration with the organiser and event operator in a proper manner.

Pits

The entire pit lane must be cleared without delay upon completion of each training session or race. This applies also to the working area in front of the pits. Motorised equipment vehicles are permitted in the pit lane only after consultation with the race management. Storage of fuel in the pit lane is not permitted. The participant is responsible for the pit rental fee.

Noise limits

(See the DMSB Motor Sports Handbook, blue section)

The noise limit of max. 98 dB (A) + 2 dB (A) + 3 % must not be exceeded. The DMSB near field measurement method is to be used. If the announcement from the event operator, the regulations of the circuit operator or the authorities permit a passing vehicle method, the DMSB passing vehicle measurement method is to be used with limits of 138 dB (A) as measured by the LWA method and 104 dB (A) as measured by the LP method as those to be maintained.

Environmental protection / House rules

The environmental protection guidelines of the DMSB are to be observed by all participants and team members. The same applies regarding the house rules of the relevant circuit operator. (See short announcement for the relevant event)

Hotel reservations

(See short announcement for the relevant event)

Series Announcement 2007

Porsche Driver's Challenge
Porsche Sports Cup
Porsche Super Sports Cup
Porsche Sports Cup Endurance

Porsche Driver's Challenge

1. Schedule

- At least 60 minutes open-course driving, divided into two sessions
– 30 minute time trial.

2. Participants

Drivers must have a national DMSB licence (or higher licence). Alternatively, a day or event licence is available.

3. Vehicles

Porsche sports cars approved for road use. Only tyres approved for road use in accordance with the currently valid tyre list are permitted (Appendix 1).

4. Class assignment

Drivers and their vehicles are divided into 3 classes. The results achieved by the drivers form the basis for the classification. For every Porsche Driver's Challenge round, an overall result is published. This result is divided into 2 equal classes. Class numbers are assigned to each class. All drivers with the same class number drive in the corresponding class. For each round, the results from the previous event are incorporated into the class assignment.

Example: 30 participants

Class A	Places 1-10
Class B	Places 11-20
Class C	Newcomers

Anyone who participated in only one Porsche Driver's Challenge event in the year 2006 is classified as a newcomer. Participation in the class for newcomers is possible for a maximum of only two races; thereafter, the driver is assigned to Class A or B.

If a driver did not participate in the previous event, then the most recent result achieved by the driver is used. The results from 2006 are taken into account for the start of the season.

5. Registration fee

Porsche Club members: EUR 360
Non-members: EUR 385

6. Description

Time trial: Participants are sent onto the track individually and the aim is to achieve the most consistent lap times. After 30 minutes, the end of the event is signalled by waving of the chequered flag. The event operator specifies a reference lap and the number of classification laps after training for each event. During the reference lap, each participant establishes his/her reference time for the event. On the classification laps, the deviation from the reference lap time is recorded. Stopping on the track is prohibited.

7. Classification

For every 0.1 second deviation from the reference time, one point is assigned. The points for all classification laps are added together. For classification laps that are not completed, 3000 points are assigned. The driver with the lowest number of points is the winner. In the event of equal points, the lower number of points for the first classification lap decides the winner. There is a separate classification for each individual class. To participate in the annual ranking, an application must be submitted. Six time trials are classified (1 result is dropped).

8. Additional regulations

Helmets and fireproof clothing complying with DMSB regulations must be worn by all participants.

Porsche Sports Cup

1. Schedule

- At least 30 minutes open-course training.
- 30 minutes qualifying
- 30 minute 1st race with flying start.
- 30 minute 2nd race with standing start.

2. Participants

Drivers must have a national DMSB A licence (or higher licence). Maximum 2 drivers per vehicle allowed.

3. Vehicles

Porsche sports cars with Michelin Pilot Sport production tyres, Group 2–7 and Group Classic GT in accordance with the valid technical regulations for the PSC.

4. Registration fee

Porsche Club members: EUR 600 Non-members: EUR 625

5. Description

To qualify for the races, each driver must have driven at least one timed lap during qualifying. The fastest time attained must not exceed 110 % of the time recorded for the fastest participant in the class.

1st race:

Flying start (Indianapolis start) after the green flag lap (formation lap) by the pace car. A change of drivers during the race is not permitted.

2nd race:

Standing start (Grand Prix start)

A change of drivers during the race is not permitted.

The finishing position of the competing vehicle in the 1st race determines its starting position for the 2nd race.

A second driver starts from the position given by the finishing position of the competing vehicle.

Number of tyres:

During an event, a maximum of one set of tyres is permitted for the Porsche Sports Cup (1 qualifying + 2 races). The tyres are marked by Michelin in advance.

6. Classification

There is a classification across all classes and in the individual classes. To qualify for the annual rankings, an application must be submitted. Twelve races are classified (2 results are dropped).

Porsche Super Sports Cup

1. Schedule

- At least 30 minutes open-course training.
- 30 minutes qualifying
- 30 minute 1st race with standing start.
- 30 minute 2nd race with standing start.

2. Participants

Drivers must have a national DMSB A licence (or higher licence). Maximum 2 drivers allowed per vehicle.

3. Vehicles

Porsche sports cars with Michelin racing tyres, Group 2–7 and Group Classic GT, in accordance with the valid technical regulations for the PSC, with Michelin racing tyres that have been identified for the PSC.

4. Registration fee

Porsche Club members: EUR 660

Non-members: EUR 685

5. Organisation

To qualify for the races, each driver must have driven at least one timed lap during qualifying. The fastest time attained must not exceed 110 % of the time recorded for the fastest participant in the class.

1st and 2nd races

Standing start (**Grand Prix start**)

The finishing position of the competing vehicle in the 1st race determines its starting position for the 2nd race.

A second driver starts from the position given by the finishing position of the competing vehicle.

Number of tyres

During an event, a maximum of one set of tyres (slicks) is permitted for the Porsche Sports Cup (qualifying + 2 races). The tyres are marked by Michelin in advance. In the event of wet track conditions, the participants may use tyres of their own choice.

6. Classification

There is a classification across all classes and in the individual classes. To qualify for the annual rankings, an application must be submitted. Twelve races are classified (2 results are dropped).

Porsche Sports Cup Endurance

1. Schedule

- At least 45 minutes open-course training.
- Minimum 30 minutes qualifying
- Race duration: 2 hours.

2. Participants

Drivers must have a national DMSB A licence (or higher licence). The races can be driven by one driver alone. Maximum 3 drivers permitted per vehicle. A change of drivers during the event is only permitted with the approval of the racing commissioners.

3. Vehicles

Porsche sports cars with Michelin Pilot Sport production tyres, Group 2–7, as well as Porsche sports cars with Michelin racing tyres, Group 2–7, in accordance with the valid technical regulations for the PSC. Also, Group Classic GT in accordance with the valid technical regulations for the PSC.

4. Registration fee

Porsche Club members: EUR 985
Non-members: EUR 1,010

5. Description

Flying start (Indianapolis start) after the green flag lap (formation lap) by the pace car.

Mandatory pit stop / Driver exchange / Repairs

At least two pit stops must be made. The minimum duration of these pit stops is 1:30 min. (depending on the length of the pit lane, a different time may be specified), measured from entry to the pits to departure from the pits by the designated time measurement official. Any time shorter than this will be punished with a stop-and-go penalty of 30 seconds. Failure to comply with the mandatory pit stops will result in exclusion from classification. The minimum driving time per driver is 35 minutes. A maximum of two individuals and the driver may work on the vehicle during a pit stop.

Fuelling regulations

Fuelling stops must be made in addition to the mandatory pit stops. The minimum duration of these fuelling stops is 2:00 min. (depending on the length of the pit lane, a different time may be specified). Any time shorter than the minimum duration will be punished with a stop-and-go penalty of 30 seconds. Refuelling is permitted only in designated fuelling zones in the pits; no other work may be carried out in the fuelling zone. Fuelling will be carried out exclusively using the approved fuel tanks. Changing drivers in the fuelling zone is prohibited. The vehicle must

remain on its tyres, and the engine must be off. A maximum of two individuals wearing fireproof clothing, including hood/safety goggles and gloves, may assist during fuelling stops.

The aforementioned safety regulations also apply when fuelling during training. Fuelling in or in front of the pit at any time is prohibited.

Number of tyres

During a Porsche Sports Cup Endurance race (qualifying + race), a maximum of two sets of tyres is permitted. The tyres are marked by Michelin in advance. In the event of wet track conditions, the participants may use tyres of their own choice.

6. Classification

Each driver is classified across all classes and separately for production tyres and racing tyres in the individual classes. To qualify for the annual driver rankings, a separate application must be submitted for each type of tyre. Six races are classified (1 result is dropped).

Appendix 1

to the Series Announcement for the Porsche Sports Cup, Revision 01/02/20007

Tyre list

Michelin

Pilot Sport N0, N1, N2

Pilot Sport 2 N1, N2, N3

Pilot Sport PS2 N0, N1, N2, N3

Pilot Sport TL N2

Bridgestone

Potenza, S-02, N1, N2, N3, N4

Potenza RE050A N0

S-03 Poleposition

S-02 N3, N1

Continental

SportContact2 N0, N1, N2

SportContact N1

Dunlop

SP Sport 9090

Pirelli

P-ZERO Asimmetrico/Direzionale N0, N1, N2, N3

P-ZERO Rosso N4, N5

Rosso N1, N3, N4, N5

Yokohama

AVS Sport N1, S1-Z N1

Technical Regulations 2007

Porsche Driver's Challenge
Porsche Sports Cup
Porsche Super Sports Cup
Porsche Sports Cup Endurance

General technical regulations

Preamble

Everything not expressly permitted by these regulations is prohibited. Permitted modifications may only be carried out, if these do not incorporate any prohibited modifications and result in violation of these regulations.

Vehicles must have a valid road registration in accordance with German law (StVZO) or a DMSB vehicle pass or vehicle pass from another ASN (sports authority recognised by the FIA). Whenever a "DMSB vehicle pass" is mentioned below, a vehicle pass from another ASN is always acceptable as an alternative. Red licence plates, temporary licence plates and export licence plates are prohibited.

With regard to any possible liability relating to defective parts (warranty) on Porsche vehicles, please note that no claims can be brought on the basis of defective parts or products for damage to the vehicle resulting from any modification(s) performed. Modifications include any change that results in a deviation from the condition of the vehicle as originally produced, even if this modification is allowed by the technical regulations for the Porsche Sports Cup. Installation of original Porsche spare/replacement parts and products from the Porsche Exclusive and Porsche Tequipment ranges as approved by Porsche AG does not, however, lead to loss of the right to file warranty claims regarding defects in these parts or products. There is still no right to file any claims if the damage results from improper treatment or excessive stress on the vehicle, for instance, during motor sports competitions. In this regard, we also refer to Article VII "Defective Products" in the Porsche terms and conditions of sale.

In the production road vehicle classes, only genuine Porsche vehicles with original vehicle identification numbers and road registration are entitled to participate. The vehicle identification number must correspond to the model as which the vehicle is to be classified. Only vehicles specified in the official type list may be used.

Vehicles that do not meet these criteria will be assigned to a different class or group consistent with the technology being used.

If a vehicle is presented for technical inspection with a slight irregularity that does not improve performance, the technical delegate can mark the vehicle pass with a "red dot". In this case, the vehicle may participate in the event with reservations (conditional participation). The reasons must be listed on the appropriate page of the vehicle pass. The entrant must correct the irregularity by the next event. If the irregularity is not corrected by the next event, the racing commissioners can exclude the vehicle from the event, unless they acknowledge the reason responsible as "force majeure". The organiser retains the right, after consultation with the DMSB, to amend and/or to supplement the regulations at any time in order to maintain a consistent level of competitive opportunity and/or to prevent interpretations that do not respect the spirit of the regulations.

Vehicle safety equipment
for races (recommended for time trials)

Roll cage
A roll cage in accordance with FIA Art. 253.8, Appendix J.

Fire extinguisher
A hand held fire extinguisher with at least 4 kg of extinguishing medium is stipulated. This can be distributed between a maximum of 2 cylinders. A fire extinguishing system in accordance with FIA Art. 253.7 , Appendix J is recommended.

Circuit breaker
A circuit breaker in accordance with FIA Art. 253.13, Appendix J is stipulated.

Towing eyes (also mandatory for time trials)
Vehicles must be equipped with a sufficiently sized towing eye (min. 60 mm internal diameter) both front and rear as stipulated in the DMSB specifications (DMSB Handbook, blue section), and these must be colour marked (yellow, red or orange). The maximum protrusion is 6 cm.

Windscreen and door safety nets
All vehicles must be equipped with a laminated windscreen. Door safety nets are recommended. Specification in accordance with DMSB regulations (see DMSB Handbook, blue section).

Lighting units
The lenses of all lighting units must be covered with adhesive transparent film during the event.

Seat belt
At least one 4-point or Y-type safety belt in accordance with FIA Art. 253.6, Appendix J is stipulated.

Bonnet holders (does not apply to vehicles approved for road use)
Bonnet holders in accordance with FIA Art. 253.5, Appendix J are stipulated.

Windscreen wipers
A functional windscreen wiper system is stipulated.

Safety regulations for drivers
Helmets and clothing as specified in DMSB or FIA regulations.

Group 1

1(a) Classes for standard GT vehicles designed for road use

All standard Porsche vehicles designed for road use (excluding RS and Cup vehicles). Boxster, Cabriolet, Targa, Speedster and Cayenne are permitted to participate in the time trials. Kerb weight: Only the kerb weight specified in the vehicle registration document and identified for the vehicle type by Porsche AG is considered valid. From 1997 on: Kerb weight in accordance with EG 70/156 (incl. 75 kg driver). Porsche vehicles from the homologation years 1973 to 1975 in accordance with Appendix J for Group 3, 1975 and Porsche vehicles from the homologation years 1976 up to and including 1981 in accordance with Appendix J for Group 3, 1981.

1.1 Engine

Only standard production engines are permitted (including kit engines available officially from Porsche). The correct production performance will be considered to be the performance specified in the type list with a tolerance of 5% as allowed under German road traffic regulations (StVZO). In addition, the respective dynamometer tolerance (as measured on a certified dynamometer) will be taken into account. The air filter insert is exempt from these regulations.

1.1.1 Exhaust system

Starting from the end of the manifold, the exhaust system is exempt from these regulations. Vehicles must be equipped with a catalytic converter system that complies with Art. 15 of the DMSB exhaust specifications and the noise emission levels stipulated for the DMSB near field measuring method (98 dB (A) + 2 dB (A) + 3 % tolerance) and the DMSB passing vehicle measuring method (see DMSB Handbook, blue section). The maximum noise limit is 132 dB (A) for the DMSB passing vehicle method as measured by the LwA method and 100 dB (A) as measured by the Lp method.

1.1.2 Clutch

The drive plate and thrust plate are exempt, standard operation must be retained, flywheel with standard weight; converting from a dual-mass flywheel to a rigid flywheel is permitted, if approved by Porsche. The type, number and diameter of clutch plates must be retained.

1.2 Transmission

Only standard transmissions with standard ratios are permitted. Modifications to gear wheels, bevel gears / ring gears or other transmission components are not permitted. Conversion to steel synchro-rings permitted. Locking differential in accordance with I-No. may be retrofitted.

1.3 Chassis

Suspension lowering is permitted. Ground clearance must not fall below 90 mm during the entire event. (Service measurement location as specified in an original Porsche Service manual). Axle geometry is exempt within the standard adjustment range. Spacers are permitted, provided they are standard for that particular model or were/are supplied as I-no. or are approved in conjunction with certain wheel/tyre combinations. Sport suspensions (shock absorbers and springs) are permitted. Adjustable shock absorbers may only be used if they are a standard component of Porsche sport suspensions (I-nos./Exclusive). Front and rear suspension cross-braces are permitted. Cross-braces must be bolted on; welding is not allowed.

1.4 Wheels

Make and model are exempt; double-hump rims must be used. Wheel rims must be of metallic material. The type-specific maximum dimensions provided by Porsche apply.

1.5 Tyres

The type-specific maximum dimensions provided by Porsche apply. Planing, grinding, recutting of tread, preheating and any chemical treatment of tyres are prohibited. Before starting every training session/race and every classification during the event, all tyres must have the minimum legally required tread depth throughout. Recutting of the tread is not permitted.

1.6 Brakes

Only standard braking systems are permitted. Brake lining quality is exempt. Auxiliary cooling is permitted, provided standard existing body openings are used. For example, fog lamps may be removed for this purpose. Removal of brake protection plates is not permitted, only reshaping of the plate to improve cooling. The brake fluid may be replaced with fluid specified on the Porsche KD list.

1.7 Body

Non-standard front and rear spoilers as well as side skirts (shape, material and weight) are permitted only if they comply with German law (StVZO) and are listed by the TÜV. Bonnet holders in accordance with DMSB regulations (or comparable) are permitted. Wing lips may be rolled over.

1.8 Passenger compartment

The steering wheel is exempt, but must comply with national registration regulations. The driver and front passenger seats may be replaced with sport or racing seats. The seats must have either Porsche approval (serial no., I-no. and accessory seats) or be FIA approved and listed. If the standard mounting bracket is not used, seats must be secured in accordance with FIA Art. 253.16, Appendix J. (Exception: FIA listed seat with the associated brackets.)

1.9 Fuel tank

Only tanks that are type-approved for that particular model may be used. Modifications are only permitted if they are related to the fuelling system approved by Porsche.

1.10 Miscellaneous, general

Lifting systems and central wheel mounts are not permitted.

Group 2

2(a) Class for 911 Carrera RS (964) + Cup (964)

2(b) Class for 911 Carrera RS (993)

2(c) Class for 944 Cup, 968 CS

2(d) Class for Cayman + Cayman S

2.1 Vehicles approved for road use

The technical regulations listed for PSC Group 1 apply.

2.2 As an alternative to 2.1, vehicles with a DMSB car pass are permitted

The technical regulations listed for the PSC under Group 1 apply. Approved models: 911 Carrera RS (964) and 911 Cup (964) with modifications as for 911 Cup. Only vehicles complying with the official technical regulations for the Porsche Carrera Cup 1994 are permitted. Optionally, a safety tank in accordance with the FIA FT3 Standard with a max. capacity of 100 l and a fire extinguisher in accordance with FIA Art. 253.7, Appendix J may be installed.

Group 3

3(c) Class for 911 Cup 3.8 (993)

3.1 Vehicles approved for road use

The technical regulations listed for PSC Group 1 apply.

3.2 As an alternative to 3.1, vehicles with a DMSB car pass are permitted

The technical regulations listed for PSC Group 1 apply. Vehicles may be retrofitted in accordance with the technical regulations for the Porsche Pirelli Supercup 1997. Optionally, a safety tank in accordance with the FIA FT3 Standard with a max. capacity of 100 l and a fire

extinguisher in accordance with FIA Art. 253.7, Appendix J or a comparable national specification may be installed.

Group 4

4(a) Class for 911 GT3 (996) road version up to model year 2001

4(b) Class for 911 GT3 (996) road version as of model year 2002 + 911 GT3 RS (996) road version (Model 2004)

4(c) Class for 911 GT3 (997) road version + 911 GT3 RS (997) road version

4.1 Vehicles approved for road use

The technical regulations listed for PSC Group 1 apply.

4.2 As an alternative to 4.1, vehicles with a DMSB car pass are permitted

The technical regulations listed for PSC Group 1 apply. Optionally, a safety tank in accordance with the FIA FT3 Standard with a max. capacity of 100 l and a fire extinguisher in accordance with FIA Art. 253.7, Appendix J may be installed.

4.3 Wheels

For Classes 4a and 4b, maximum rim sizes 9 x 18 front and 11 x 18 rear. For Class 4c maximum rim sizes 8.5 x 19 front and 12 x 19 rear.

4.4 Tyres (if specified in sport regulations)

For Classes 4a and 4b, tyre sizes of 235/40 ZR 18 front and 295/30 ZR 18 rear are allowed. For Class 4c, tyre sizes of 35/35 ZR 19 PS 2 N front and 305/30 ZR 19 PS 2 N1 rear are allowed.

Group 5

5(a) Class for 911 GT3 (996) up to model year 2002

5(b) Class for 911 GT3 Cup (996) as of model 2003

5(c) Class for 911 GT3 Cup (997) as of model 2005

5(d) Class for 911 GT3 Cup (997) as of model 2005 with ABS

5.1 Vehicles approved for road use

The technical regulations listed for PSC Group 1 apply.

5.2 As an alternative to 5.1, vehicles with a DMSB car pass are permitted

The technical regulations listed for PSC Group 1 apply. Vehicles equivalent to those built in the factory for the Porsche Supercup starting in 1998 are permitted. Upgrading of complete assemblies (front axle, rear axle etc.) to the 2004 level is allowed. Vehicles from Class 5a with only some of the permitted retrofits (upgrades) to the 2005 Cup level will be re-assigned to Class 5b. Only steel disc brakes are allowed. Optionally, a safety tank in accordance with the FIA FT3 Standard with a max. capacity of 100 l and a fire extinguisher in accordance with FIA Art. 253.7, Appendix J may be installed.

5.3 Supplementary regulations

Brake ventilation on the front axles is exempt (modifications to the body are not permitted).

Exhaust systems with exhaust manifolds 996.111.101.97/ 996.111.102.97 and connecting pipes 996.111.301.93/996.111.302.93 as well as the rear silencer 996.111.029.93 are permitted.

Group 6

- 6(a) Class for 911 Turbo/S (964/993), including factory performance kit
- 6(b) Class for 911 Turbo/S (996) and GT2 (993/996) and 968 Turbo/S, including factory performance kit
- 6(c) Class for 911 Turbo (997)

6.1 Vehicles for road use in factory-built (production) condition
The technical regulations listed for PSC Group 1 apply. The maximum performance rating supplied by the factory for the particular model is allowed (Example: 996 GT2 MY 04 483 HP).

6.2 As an alternative to 6.1, vehicles with a DMSB car pass are permitted
The technical regulations listed for PSC Group 1 apply. Optionally, a safety tank in accordance with the FIA FT3 Standard with a max. capacity of 100 l and a fire extinguisher in accordance with FIA Art. 253.7, Appendix J may be installed.

6.3 Rims

For the Porsche GT2 (996), use of production rims with the following designations is permitted:

- 996 GT2 MY 2001 to 2003: 12 x 18 ET45, No. 996 362 142 31
- 996 GT2 MY 2004 to 2005: 12 x 18 ET45, No. 996 362 144 00

For the Porsche 911 Turbo (997), use of production rims with the following designations is permitted:

997 Turbo starting with MY 2006:
VA 8.5 J x 19 ET 56 and
HA 11J x 19 ET 51

Group 7

7(a) Class for upgraded vehicles from Groups 1 to 7
All vehicles that have been modified beyond the scope permitted in the Groups/Classes and which must reverse these modifications by the next race will be included in this class.
(Participants re-assigned to this group will not receive any points.)

7(b) Class for modified vehicles from Classes 1 to 7
All vehicles that have been modified beyond the scope permitted in the other classes (but whose performance may not exceed that specified in FIA Art. 257) and the racing vehicles listed below will be included in this class.

7(c) Class for the Porsche 911 GT3 RSR without any modifications whatsoever from the factory-built (production) condition (MY 2007)

7.1 Permitted race cars

- Model series 964: 911 Carrera RSR 3.8
- Model series 993: 911 GT2
- Model series 996: 911 GT3 R + RS (MJ 00–05/race car)

- Model series 997: 911 GT3 RSR (MJ 07/race car)
- Other: 968 Turbo RS

General:

Configuration and cooling medium for the engine must be taken from the basic vehicle (e. g. 964 basic vehicle only with air-cooled 6-cylinder Boxer engine).

7.2 Vehicles for road use in factory-built (production) condition
The technical regulations listed for PSC Group 1 apply.

7.3 As an alternative to 7.2, vehicles with a DMSB car pass are permitted
The technical regulations contained in Article 257 GT2 of FIA Appendix J dated 2005 apply without exception.

7.4 Supplementary regulations

7.4.1 Air-cooled induction engines

A maximum limit of 3,800 ccm applies. No air restrictors are stipulated. Crankcase and cylinder heads must originate from the Porsche range and may only be processed by material removal. The crankshaft must be a genuine Porsche crankshaft. Mixture preparation, attached engine components and all moving engine parts are exempt. Replaceable bearings are exempt. Oil pumps with max. 3 suction ports are permitted in the crankcase.

7.4.2 Turbocharged engines

A maximum limit of 3,800 ccm applies. Turbocharged engines must be equipped with 1 or 2 air restrictor(s) in accordance with Article 257 of the FIA GT2 Regulations. The restrictors must comply with FIA Art. 257.5.4.2–257.5.4.7, Appendix J.
(See Art. 7.3)

7.4.3 Water-cooled 4 and 6-cylinder induction engines

A maximum limit of 3,800 ccm applies. The engines must be equipped with 1 or 2 air restrictor(s) in accordance with Article 257 of the FIA GT2 Regulations. Vehicle models 911 GT3 R/RS may only be used with engines M 96.77.

7.4.4 Water-cooled 8-cylinder engines (928)

The engine must comply with the national GTN Regulations of the DMSB (not FIA GT2) without restrictions. Modification of the oil sump is permitted.

7.4.5 Exhaust system

Vehicles must be equipped with a 3-way catalytic converter in accordance with Art. 15 of the DMSB exhaust emission regulations. The exhaust system must comply with the noise emission levels stipulated for the DMSB near field measuring method (98 dB (A) +2 dB (A) + 3 % tolerance) and the DMSB passing vehicle method (see DMSB Handbook, blue section). The maximum noise limit is 138 dB (A) for the DMSB passing vehicle method as measured by the LwA method and 104 dB (A) as measured by the Lp method. The outlet(s) of the exhaust system must point towards the rear of the vehicle. They must not project past the vertical projection of the vehicle's contour.

7.4.6 Wheels and tyres

Preheating and any chemical treatment of tyres are prohibited. Maximum width of wheel with tyre is 12 inches; maximum wheel rim diameter is 18 inches. Only original Porsche central mounting systems are permitted. For the Porsche GT2 (996) and the Porsche GT3 (997), use of production rims with the following designations is permitted:

- 996 GT2 MY 2001–2003:
12 x 18 ET45, No. 996 362 142 31
- 996 GT2 MY 2004–2005:
12 x 18 ET45, No. 996 362 144 00
- 997 GT3 MY 2007: 12 x 19 ET68
- 997 GT3 MY 2007: 12 x 19 ET51

However, the maximum tyre size remains the Michelin racing tyre 27/68 – 18 in S or P.

7.4.7 Braking system

The braking system is exempt within the following parameters:

- max. brake disc diameter 380 mm
- on front axle, max. 6-piston brake calipers; on rear axle, max. 4-piston brake calipers
- max. 2 brake pads per brake caliper
- brake discs must be made of metallic material (exception: PCCB systems approved by Porsche for that particular model)
- braking system must use a dual-circuit design
- ABS systems are allowed until 31/12/07

7.4.8 Fuel tank

Either the tank type-approved by Porsche for the basic vehicle or the original tank or an FT3 safety tank in accordance with FIA Art. 253.14, Appendix J, or Art. 257.6, Appendix J is to be used. Maximum capacity is 100 l (refer to FIA Art. 257.6.5.1, Appendix J).

7.4.9 Weights

The following minimum weights are to be maintained at all times throughout the entire event:

- Vehicles with turbocharged engines: 1,150 kg
- 911 vehicles with air-cooled induction engines: 1,040 kg
- 911 vehicles with water-cooled induction engines: 1,110 kg
- Other vehicles with induction engines: 1,110 kg

Group Classic GT

Classic GT (a)

Class for 4-cylinder vehicles

356 – 914 – 924 up to 2,000 cm³ (without turbocharger)

Classic GT (b)

Class for vehicles 911 – 914/6 – up to 2,000 cm³

924 Turbo, 924S and 944 up to 2,500 cm³

Classic GT (c)

Class for 6-cylinder vehicles 911 up to 3,200 cm³ (without Carrera RSR)

Classic GT (d)

Class for non-type-specific Porsche vehicles

Classic 1

Road vehicles in production condition

The technical regulations listed for PSC Group 1 apply.

Classic 2

As an alternative to 7.1, vehicles with a DMSB car pass are permitted
The technical regulations listed for PSC Group 1 apply. Vehicles prepared only in accordance with DMSB regulations for the Group GTC (comparable to FIA Appendix K). Optionally, a safety tank in accordance with the FIA FT3 Standard with a max. capacity of 100 l and a fire extinguisher in accordance with FIA Art. 253.7, Appendix J may be installed.

Classic 3

Tyres

Only Michelin tyres representative of the year of construction or the period of the particular vehicle from the tyre list in Article 8 of Appendix K of the FIA are permitted.

Classic 4

Handicap

The competitive ability can be improved through incorporation of additional weight.

Circuit information and hotel list

Hockenheimring

Circuit information
Hockenheim-Ring GmbH
Motodrom, Postfach 1106
68754 Hockenheim
Tel.: +49(0)6205/95000
Fax: +49(0)6205/950299
www.hockenheimring.de

The Hockenheimring is located 100 km south of Frankfurt and 40 km north of Karlsruhe. It is reached via the A5, A6 and A61 autobahns – Hockenheim exit.

Track dimensions:
Length: 4.5 km – clockwise
Width: Minimum 8.5 m

Hotels
Hotel information: +49(0)6205/210
www.hockenheim.de
info@hockenheim.de

Ramada Hotel Hockenheim
Heidelberger Str. 8
68766 Hockenheim
Tel.: +49(0)6205/294-0
www.ramada.de
hockenheim@ramada.de

Hotel am Motodrom
Am Hockenheimring
68766 Hockenheim
Tel.: +49(0)6205/2980
www.hockenheimring.de
info@hotel-motodrom.hockenheimring.de

Hotel Kanne
Karlsruher Str. 3
68766 Hockenheim
Tel.: +49(0)6205/94646
www.hotel-kanne.de
info@hotel-kanne.de

Seehotel
Kreuzwiesenweg 5
68775 Ketsch
Tel.: +49(0)6202/6970
www.seehotel.de
info@seehotel.de

Achat Hotel

Gleisstraße 8/1
68786 Hockenheimring
Tel.: +49(0)6205/297-0
www.achat-hotel.de
hockenheim@achat-hotel.de

Motorsport Arena Oschersleben

Circuit information
Motorsport Arena Oschersleben GmbH
Motopark Allee 20–22
39387 Oschersleben
Tel.: +49(0)3949/920-0
Fax: +49(0)3949/920-660
www.motorsportarena.com

The Motorsport Arena Oschersleben is 300 km east of Hanover and 30 km southwest of Magdeburg.
From the A2 autobahn, exit 66 (Eisleben), a widened country road leads to the Oschersleben circuit.

Track dimensions:
Length: 3.667 km – clockwise
Width: Minimum 11 m

Hotels
Hotel information: +49(0)3949/912205
www.oscherslebenbode.de
info@oscherslebenbode.de

Hotel Motorsport
Arena Oschersleben****
Motopark Allee 20–22
39287 Oschersleben
Tel.: +49(0)3949/920920
www.motorsporthotel.com
hotel@motorsportarena.com

Hotel Jacobsberg***
Am Büloweschacht 56
39387 Oschersleben (Bode)
Tel.: +49(0)3949/2244
www.jacobsberg.de
hotel@jacobsberg.de

Hotel Villa Heine****
Kehrstraße 1
38820 Halberstadt
Tel.: +49(0)3941/31400
www.hotel-heine.de
info@hotel-heine.de

RAMADA Treff Hansa Hotel
Hansapark 2

39116 Magdeburg
Tel.: +49(0)391/63630
www.ramada.de
magdeburg@ramada.de

Circuit de Spa-Francorchamps

Circuit information
Société de Promotion du Circuit de
Spa-Francorchamps, S.A.
55, route du Circuit
4970 Stavelot
Belgium
Tel.: +32(0)87/275138
Fax: +32(0)87/275196
www.spa-francorchamps.be

The GP circuit is located in the Ardennes, not far from the German border. From Aachen, the Spa-Francorchamps circuit is reached using routes A27/N68, and from Luxembourg via routes A27/N66.

Track dimensions:
Length: 6.9 km – clockwise
Width: Minimum 10 m

Hotels
Hotel information: +32(0)87/795353
www.spa-info.be

Dorint Hotel****
Route de Balmoral, 33; B-4900 Spa
Tel.: +32(0)87/793250
www.dorintspa.be
reservations@dorintspa.be

Radisson SAS Balmoral****
Avenue Léopold II, 40; B-4900 Spa
Tel.: +32(0)87/792141
www.radisson.com/spabe
info.spa@radissonsas.com

Radisson SAS Palace Hotel****
Place Royale, 39; B-4900 Spa
Tel.: +32(0)87/279700
www.palace.spa.radissonsas.com
info.spapalace@radissonsas.com

Hôtel Cardinal***
Place Royale, 21/23; B-4900 Spa
Tel.: +32(0)87/771064
www.hotel-cardinal.be
hotelcardinal@skynet.be

Sachsenring

Circuit information
Sachsenring GmbH & Co. KG
Am Sachsenring 2, 09353 Oberlungwitz
Tel.: +49(0)3723/65330
Fax: +49(0)3723/653355
www.sachsenring.de

The Sachsenring is located west of Chemnitz and is about 95 km from Dresden airport. It is reached via the A4 autobahn (Hohenstein-Ernstthal exit)/B180 (towards Sachsenring) or the A72 autobahn (Hartenstein exit)/B173 (towards Oberlungwitz).

Track dimensions:
Length: 3.7 km – anti-clockwise
Width: Minimum 11 m

Hotels
Hotel information: +49(0)375/835270
www.sachsenring.de

Hotel Meerane****
An der Hohen Straße 3
08393 Meerane
Tel.: +49(0)3764/591-0
www.hotel-meerane.de
info@hotel-meerane.de

Renaissance Chemnitz Hotel****
Salzstraße 56
09113 Chemnitz
Tel.: +49(0)371/334-10
www.renaissancehotels.com
chemnitz@renaissancehotels.com

Hotel Holiday Inn Zwickau****
Kornmarkt 9
08056 Zwickau
Tel.: +49(0)375/2792-0
www.holiday-inn.com/zwickau
hotel@holiday-inn-zwickau.de

Hotel Mercure Kongress Chemnitz***
Brückenstraße 19
09111 Chemnitz
Tel.: +49(0)371/683442
www.accorhotels.com/mercure_chemnitz_kongress.htm
H1581@accor-hotels.com

Hotel Drei Schwanen****
Am Altmarkt 19
09337 Hohenstein-Ernstthal
Tel.: +49(0)3723/6590
www.hoteldreischwanen.de

dreischwanen@t-online.de

Eurospeedway Lausitz

Circuit information
Eurospeedway Lausitz GmbH
Lausitzallee 1
01998 Klettwitz
Tel.: +49(0)35754/31110
Fax: +49(0)35754/31111
www.eurospeedway.de

The Eurospeedway Lausitz is reached via
the adjacent A13 Berlin–Dresden autobahn.

Track dimensions:
Length: 4.5 km – clockwise
Width: Minimum 18.5 m

Hotels
Hotel information: +49(0)35754/63600
www.amlausitzring.com
fvv@amlausitzring.com

Hotel Landhaus
Drochower Str. 4, 01994 Meuro
Tel.: +49(0)35754/7440
www.hotellandhaus-meuro.de
landhaus@hotelarcade.de

Hotel Arcade
Buchenstraße 8d
01998 Klettwitz
Tel.: +49(0)35754/643-0
www.hotelarcade.de
arcade@hotelarcade.de

Treff Ramada Hotel
Ruhlander Straße 75
01987 Schwarzheide
Tel.: +49(0)357/5284-0
www.ramada.de
schwarzheide@ramada.de

Wellnesshotel Seeschlösschen
Buchwalder Str. 77
01968 Senftenberg
Tel.: +49(0)3573/378940
www.seeschloesschen-lausitztherme.de
info@seeschloesschen-lausitztherme.de