

2018 Porsche Michelin GT3 Cup Challenge Australia Series



Version 1

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2018 Porsche Michelin GT3 Cup Challenge Australia Series

Sporting and Technical Regulations

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2018 Porsche Michelin GT3 Cup Challenge Australia Series

Sporting Regulations

S1. TITLE and JURISDICTION

S1.1. Title

This Series shall only be known as and referred to as the “2018 Porsche Michelin GT3 Cup Challenge Australia Series”

S1.2. Authority / Jurisdiction

- (a) Each event in the 2018 Porsche Michelin GT3 Cup Challenge Australia Series (Series) shall be conducted under the provisions of the FIA International Sporting Code including Appendices; the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Series by CAMS; Supplementary and Further Regulations issued by the Organiser for each round; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Clerk of the Course at an event.
- (b) This Series has been sanctioned by CAMS as an Authorised Series.
- (c) Porsche Cars Australia Pty Ltd (PCA) has been appointed as the Category Manager (CM) by CAMS for this Series.

Contact Details: Porsche Cars Australia Pty Ltd (ABN 67 004 327 048)
Troy Bundy
109-111 Victoria Parade
Collingwood VIC 3066
Tel: (03) 9473 0941
Fax: (03) 9415 7906

S2. ADMINISTRATION

S2.1. Personnel

- (a) The following personnel have been appointed to the Series by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.
 - (i) Category Administrator (CA) Troy Bundy
 - (ii) Technical Delegate (TD) Stephen Robertson
 - (iii) Driving Standards Advisor (DSA) Steven Johnson

S3. COMPETITOR ELIGIBILITY

To be eligible to compete in the Series, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current Participation Agreement with the CM.

S4. AUTOMOBILE ELIGIBILITY

- (a) Each automobile must comply with the provisions of the 2018 Porsche Michelin GT3 Cup Challenge Australia Series Technical Regulations and be detailed in the List of Eligible Automobiles to be eligible to compete in the Series.
- (b) Each Class A automobile must be registered with the CM and must be the subject of a current Race Vehicle Authorisation Certificate (RVAC) issued by PCA.
- (c) An automobile may only be entered in the Invitational Class at the discretion of the CM.

S4.1. List of Eligible Automobiles

Class A	Porsche GT3 Cup Type 911 (MY 13-16)
Class B	Porsche GT3 Cup Type 997 (MY 10-12)
Invitational	Porsche GT3 Cup Type 997 (MY 06-09)

S4.2. Replacement Automobiles

Following the commencement of the first practice session of each round of the Series, any automobile that has been entered to compete at that round may not be replaced with another automobile.

S5. DRIVER ELIGIBILITY

To be eligible to compete in the Series, a Driver must be a minimum of 16 years of age and hold a current CAMS Provisional Circuit Licence (PC) or higher.

S5.1. Driver Classification

- (a) Each driver shall be assessed by the CM prior to entering the Series and shall be deemed to be one of the following classifications for the purpose of awarding class points:
 - (i) Pro
 - (ii) Pro-Am
- (b) Each driver shall be advised in writing by the CM of their classification.
- (c) A driver's classification may be changed at any time as determined and advised by the CM.

S5.2. Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Series, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the event subject to the approval of the Stewards and the CM.

S5.3. Seeded Drivers

- (a) The Series is for un-seeded drivers. A person who is considered to be a Seeded Driver is not eligible to drive in the Series.
- (b) A Seeded Driver is anyone whose background, performances and achievements are considered in the absolute discretion of the CM to be that of a Seeded Driver.

S6. SERIES ROUNDS / REGISTRATION

- (a) The Series shall be conducted over six (6) Rounds as detailed in the Series Calendar below.
- (b) Each race conducted as a part of the Series shall count in determining the final results.
- (c) Each competitor shall be required to be registered with the CM prior to competing in the Series.

S7. SERIES CALENDAR

The Series shall be conducted over the following rounds:

Round	Date	Venue
1^^	13 – 15 April	The Bend Motorsport park
2	11 – 13 May	Sandown
3	1 – 3 June	Phillip Island
4^^	27 – 29 July	Queensland Raceway
5^^	31 August – 2 September	Winton
6	21 – 23 September	Sydney Motorsport Park

^^ Denotes a Round which includes races counting towards the Jim Richards Endurance Trophy.

S8. ROUND FORMAT

- (a) The number, length and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round of the Series and shall be advised in the relevant Supplementary/Further Supplementary Regulations issued for an event.
- (b) Generally, the format for each round of the Series shall be as follows:
 - (i) Practice - Two (2) - 30 minute (minimum) practice sessions (normally Friday).
 - (ii) Qualifying - One (1) - 20 minute (minimum) qualifying session (normally Saturday).
 - (iii) Races - A minimum of sixty (60) minutes of race time shall be scheduled at each Round of the Series as detailed in the relevant Supplementary Regulations.

S8.1. Variations to Timetable

The timetable may be varied at any time due to exceptional circumstances only with the prior approval of the Stewards.

S9. GRID DETERMINATION

The grid for each race shall be determined as detailed in the RMSR – Progressive Grid.

S10. START PROCEDURE

Unless otherwise stated in the event Supplementary Regulations, the start procedure for each race shall be as detailed in the RMSR – Non-Championship Start – Standing Start except that, where approved by CAMS, the formation lap may be greater than one lap of the circuit.

S11. AWARDS and POINTSCORE

S11.1. Prizes and Trophies

Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.

S11.2. Series Pointscore

- (a) Unless otherwise detailed in the Supplementary Regulations, points shall be awarded to drivers for each race in the Series as follows:

Finishing Position	Points	Finishing Position	Points	Finishing Position	Points
1 st	60	10 th	20	19 th	7
2 nd	54	11 th	18	20 th	6
3 rd	48	12 th	16	21 st	5
4 th	42	13 th	14	22 nd	4
5 th	36	14 th	12	23 rd	3
6 th	32	15 th	11	24 th	2
7 th	29	16 th	10	25 th	1
8 th	26	17 th	9	26 th	1
9 th	23	18 th	8	27 th	1

- (b) Points shall only be awarded to the drivers classified as finishers in the final results of each race.
- (c) Points shall be awarded for the following Classes:
- (i) Outright
 - (ii) Class A – Pro
 - (iii) Class A – Pro-Am
 - (iv) Class B
- (d) No points shall be awarded to the driver of an Invitational Class automobile.
- (e) The driver gaining the highest outright points total over the total number of rounds shall be declared the Winner of the 2018 Porsche Michelin GT3 Cup Challenge Australia Series.
- (f) The driver gaining the highest points total over the total number of rounds in their respective Class shall be declared the Winner of their respective Class.
- (g) The results for each Class at a round of the Series shall be determined by the number of points scored by each driver at that round. In the event of a tie at the end of any round of the Series, the final positions for that round shall be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round results shall be awarded to the driver with the higher finishing position in the final race.

- (h) In the event of a tie at the end of the Series in any Class, final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places in Class being awarded the higher Series position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver until all positions have been determined.

S11.3 Jim Richards Endurance Trophy

- (a) The Jim Richards Endurance Trophy shall consist of three (3) x fifty (50) minute races across three (3) Events as outlined in **Table S7**.
- (b) Points shall be awarded based on outright finishing positions of each Jim Richards Endurance Trophy race as per **Table S11.2**.
- (c) Points shall only be awarded to the drivers classified as finishers in the final results of each Jim Richards Endurance Trophy race.
- (d) The Driver gaining the highest points total over the three (3) Endurance Trophy races shall be the winner of the Jim Richards Endurance Trophy.
- (e) In the event of a tie at the end of the Jim Richards Endurance Trophy, final positions shall be determined by comparing the race results achieved by each tied Driver, with the Driver with the highest number of first places being awarded the higher position. If at this stage a tie still exists, it shall be resolved by comparing the highest number of second, third and fourth places (and so on) achieved by each tied Driver until all positions have been determined. If after the application of this rule a tie still exists the higher position shall be awarded to the Driver with the higher finishing position in the final Jim Richards Endurance Trophy race.

S12. EVENT OPERATIONS

S12.1. Series Registration and Entry

The Series shall operate under the CAMS Series Registration and Entry Process. Series Registration and Entry Forms shall be available from the CM with document checking being conducted by the CM prior to the first official track session at each round of the Series.

S12.2. Driver/Team Manager Briefings

- (a) Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the driver) must attend the compulsory Drivers/Team Manager Briefing.
- (b) The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the event.
- (c) The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance.
- (d) Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

S12.3. Impound/Parc Ferme

- (a) The location of Parc Ferme for each round shall be confirmed in the event supplementary regulations or the event driver information notes provided by the CM prior to the event.
- (b) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Officials) at the conclusion of qualifying without interference from any third party (other than an Official).
- (c) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official).
- (d) One (1) team member per automobile may be permitted to enter the designated impound/Parc Ferme area for the purpose of checking tyre pressures only. This shall be permitted at the direction of the TD or the Chief Scrutineer only and the team member must leave the impound/Parc Ferme area immediately once the tyre pressure check is completed.
- (e) An automobile may not be removed from any impound/Parc Ferme except at the direction of the TD or the Chief Scrutineer.
- (f) Teams are not permitted to work on an automobile in the Pit Lane once the chequered flag has been displayed at the conclusion of a qualifying session unless authorised by the TD.
- (g) Any automobile that enters the Pit Lane or is still in the fast lane after the chequered flag is displayed must remain in the fast lane and proceed to the Parc Ferme or as otherwise directed by an official. No work, including taking tyre pressures, is permitted until the automobile is in the Parc Ferme.

S12.4. Practice

- (a) The order in which each automobile proceeds onto the track for the first practice session at Round 1 of the Series shall be the order of the previous year's Series final outright point score followed by any new drivers to the Series in competition number order.
- (b) The order in which each automobile proceeds onto the track for the first practice session from Round 2 of the Series onwards shall be determined by be the Series point-score order at the conclusion of the previous Round.
- (c) The order in which each automobile proceeds onto the track for the second and subsequent practice sessions at a Round of the Series shall be determined by the lap times achieved from the previous Practice session with the automobile which achieved the fastest lap time proceeding on to the track first and so on.
- (d) In the event that an automobile is unable to proceed onto the track in the order specified above, the CM may indicate to the next automobile to take its place in the order.
- (e) During each practice session each automobile must park nose in at an angle of approximately 45 degrees in their allocated pit bay when in Pit Lane.

S12.5. Qualifying

- (a) The order in which each automobile proceeds onto the track at the commencement of each qualifying session shall be determined by the lap times achieved in the combined practice sessions at the event with the automobile which achieved the fastest lap time proceeding onto the track first and so on.
- (b) In the event that an automobile is unable to proceed onto the track in the order specified above, the CM may indicate to the next automobile to take its place in the order.
- (c) During qualifying an automobile may not return to the paddock/garage area without the express permission of the TD. If an automobile exits pit lane to the paddock/garage during qualifying it shall not be permitted to re-join that session.
- (d) During each qualifying session each automobile must park nose in at an angle of approximately 45 degrees in their allocated pit bay when in Pit Lane.

S12.6. Warm Up

During each Warm Up session each automobile must parallel park in their allocated pit bay when in Pit Lane

S12.7. Pit Lane

- (a) Each Pit Crew member is required to sign a Pit Lane Indemnity Form prior to the first track session and to display identification as and if required by the event organiser.
- (b) Pit Crew members are not permitted to work on an automobile in the “fast lane” at any time, including whilst the automobile is queued waiting to re-enter the track after a Red Flag period.

S12.8. Removal of Automobiles from the Circuit

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Series without the prior express written approval of the TD.

S12.9. Radio Communication to/from Automobile

Two way radio communication between the driver and a member of the pit crew is mandatory at all times whilst the automobile is on the race track.

S12.10. Race Management Channel (RMC)

- (a) A minimum of one (1) senior team member for each competing automobile must monitor RMC at all times during practice, qualifying or racing.
- (b) This team member must monitor RMC from the time that the marshalling of automobiles commences prior to their release from the pit/paddock bay until all cars have returned to their allocated pit/paddock bay at the conclusion of any practice session, qualifying session or race.
- (c) All relevant messages received on the RMC must be relayed to the driver.
- (d) Details of the RMC frequency shall be available from the CM.

S12.11. Lap Triggers

- (a) The use of individual beacons is prohibited.
- (b) The Category beacon shall be placed, where possible, as close to the control line at each circuit for the first track session.

S13. TYRES

S13.1. Tyre Regulations

- (a) Only the control tyres listed below, complete with barcode identification, are permitted for use in the Series:

- (i) **Dry weather tyres**

	Class A	Class B
Front	Michelin slick tyre – 27/65-18 Porsche Cup N2#	Michelin slick tyre – 25/64-18 Porsche Cup N2
Rear	Michelin slick tyre – 31/71-18 Porsche Cup N2	Michelin slick tyre – 30/68-18 Porsche Cup N2

- (ii) **Wet weather tyres**

	Class A	Class B
Front	Michelin wet tyre – 27/65-R18 P2L	Michelin wet tyre – 25/64-R18 P2L
Rear	Michelin wet tyre – 31/71-R18 P2L	Michelin wet tyre – 30/68-R18 P2L

- (b) Only tyres supplied by the following supplier may be used:

European Technique

338 Swan Street
 Richmond VIC 3121
 Ph: 03 9428 5547
 Fax: 03 9428 0839

- (c) Each control tyre must only be allocated to a specific automobile identified by its chassis/VIN number and with the exception of wear resulting from normal usage, each control tyre must remain unmodified except as detailed below:
 - (i) A section of “build up” measuring a maximum of 50mm x 50mm may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of eight (8) locations on any one (1) tyre.
 - (ii) The removal of any additional “build up” to allow closer inspection of a control tyre must not be carried out without the prior express permission of the TD.
 - (iii) Other than as provided in this rule, tyre “build up” must not be removed from any control tyre during a Round by any means other than by driving.
 - (iv) The removal of tyre ‘build up’ is permitted between Rounds.

- (d) It is the responsibility of the Competitor to present four (4) tyres to the TD for scanning prior to qualifying with the option to present up to an additional four (4) tyres for scanning a minimum of thirty (30) minutes prior to marshalling for any track session during that round of the Series. These scanned tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that round. Any previously scanned tyre must be re-scanned for use at the relevant round of the Series.
- (e) The maximum number of new tyres permitted to be used at each Round is detailed in [Table 0](#) below.
- (f) The number of “previously nominated” tyres is unlimited but may only be used as per [Table S13.3](#) below.
- (g) Only a tyre purchased during the 2018 Series may be used as a “previously nominated” tyre except for the first Round of the Series where a maximum of four (4) previously used tyres are permitted to be nominated as a “previously nominated” tyre.
- (h) The Porsche Cars Australia database of scanned tyres will be the official record of the 2018 tyre bank for each automobile.
- (i) Other than any Round where new tyres are allocated to Practice, for the first Round of the Series in which an eligible automobile competes, a Competitor may use four (4) new tyres in addition to previously nominated tyres on each automobile during practice. These four (4) new tyres shall be considered to be previously nominated tyres for the remainder of the Series.
- (j) Each new tyre must only be mounted with the barcode facing outwards unless authorised by the TD. The TD shall only authorise a tyre to be “turned” on the rim if he deems it is otherwise not useable. Previously nominated tyres are free to be mounted in either direction.
- (k) There shall be no new replacement control tyres. It shall be each Competitor's responsibility to ensure that they have sufficient quantity of previously nominated, used control tyres to use as a replacement if required.
- (l) Permission to use previously nominated, used control tyres shall be given, only in exceptional circumstances at the discretion of the TD. Any replacement tyre approved for use must be marked for use on that automobile at that round of the Series by the TD and that automobile must then start the next race at that round of the Series from the rear of the grid.
- (m) The use of any tyre heating, heat retention device or chemical treatment is prohibited.
- (n) Wet weather tyres are free in number.
- (o) As each control tyre must only be allocated to a specific automobile identified by its chassis/VIN number, no control tyre may be transferred between automobiles. Should an automobile be transferred or sold, each control tyre allocated to that automobile must also be transferred or sold so as they remain allocated to such automobile.

S13.2. Table New tyre usage

Round	Practice		Warm Up	Qualifying and Races
	Pro	Pro-Am / Class B		
1	4	4	0	8
2	0	0	0	8
3	0	4	0	8
4	4	0	0	8
5	0	4	0	8
6	0	0	0	8

S13.3. Table Previously nominated tyre usage

Round	Practice	Warm Up	Qualifying and Races
All	Yes	Yes	No

Please note: The TD shall be sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TD in this regard shall not be the subject of any protest or appeal.

S14. FUEL

- (a) For the duration of an event, each competitor must only use the specified control fuel supplied by the official fuel supplier as detailed below or their appointed representative:

Race Fuels
 Mark Tierney
 BH: 0419 511 517
 Email: info@racefuels.com.au

- (b) Approved containers as supplied by the official fuel supplier and as detailed in [Appendix 2](#) must be used.
- (c) Any container used for storing or handling fuel must have the Hazard information as detailed in [Appendix 2](#) affixed
- (d) With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.
- (e) During any re-fuelling a maximum of two (2) refuellers, of which one (1) must be a fire attendant, must be present:

S15. AUTOMOBILE MARKINGS

S15.1. Automobile Markings and Series Identification

- (a) In addition to the requirements detailed below and
- (b) [Appendix 1](#) of these regulations, each automobile must comply with Schedule K of the CAMS Manual.

- (c) Each competitor must display the Series sponsor decals as detailed in the table below and
 (d) **Appendix 1** of these regulations. The Series sponsor decals shall be supplied by the CM.
 (e) Any signage placed on an automobile in the direct view of a TV Production on-board camera must have the prior written approval of the CM.

Reference Number	Quantity	Size (mm)	Signage	Position on automobile
1	1	120 x 557	MICHELIN	Centre / Top Front Bumper
2	1		Porsche Crest	Original Position Front Bonnet
3	2	230	Competition Numbers	Right Side Front Windscreen, Left Side Rear Windscreen
4	1	200	Reserved PCA	Front Top Windscreen Banner
5	1	160	Reserved PCA	Rear Top Windscreen Banner
6	2	80	Driver's Surname	Left / Right Door Window
7	2	60 x 260	CAMS	Left / Right Sill
8	2	61 x 361	MICHELIN	Left / Right of Rear Number Plate
9	2	45	Driver Classification	Left / Right Rear Side Window
10	2		Reserved PCA	Left / Right Mirror Covers
11	2		Reserved PCA	Left / Right Headlight
12	2		Reserved PCA	Left / Right Daytime Running Light
13	2		Reserved PCA	Left / Right Sill
14	1		Reserved PCA	Centre / Number Plate Rear Bumper
15	1	30 x 260	PORSCHE Logo	Original position, Centre Rear Panel
16	2	30	Website	Left / Right 'A' Pillar
17	2	120	Competition Numbers	Left / Right Rear Side Window

S15.2. Competition Numbers

The allocation of a competition number for each automobile is solely the responsibility of the CM, which shall maintain a register of all competition numbers allocated to, or reserved for, any automobile.

S16. DRIVER APPAREL

S16.1. Standard of Apparel

Each Driver must wear apparel that complies with “National” in Table 2.1 of Schedule D of the CAMS Manual of Motor Sport.

S16.2 Reserved Signage on Racing Overalls

Porsche Michelin GT3 Cup Challenge Australia 2018 Race Suit Signage



S17. TESTING RESTRICTIONS

Unless approved by the CM in writing, testing of any competition automobile and/or driver deemed to be associated with the Series is not permitted on any circuit during the seven (7) days preceding a Round of the Series at that circuit, other than private sessions sanctioned by the CM. For clarification, the seven days commences at 0001 hours on the Saturday preceding the scheduled Round.

S18. RAIN LIGHT

The rain light fitted to each automobile must be illuminated at all times when the automobile is running on wet-weather tyres or as directed by Race Control via the RMC.

S19. IN-CAR CAMERAS

S19.1. In-Car System

- (a) In-car cameras are permitted, subject to their installation being approved by the TD and Chief Scrutineer.
- (b) The storage device from any in-car camera must be provided to the Clerk of the Course or Stewards upon request.

S19.2. TV Production Cameras

The CM reserves the right to install TV production in-car and on-board cameras on an automobile and position signage within view of the camera.

S20. GROUND CLEARANCE

There are no restrictions for the adjustment of ride height at any time but it may not be adjusted by the driver while in the cockpit.

S21. TELEMETRY, DATA RECORDING SYSTEMS

- (a) At any time during an event, the TD or the TA and/or Stewards have the right to request and receive from a Competitor or automobile, recorded automobile data. This data may be analysed and provided to the Stewards for use as evidence in any inquiry or hearing.
- (b) The use of laptops/computers connected to the automobile is forbidden during Qualifying and the Races from the time the automobile enters the marshalling area until the automobiles are released from Parc Ferme.

S22. DRY TO WET PROCEDURE

- (a) Before the race start
 - (i) In the event of the circuit conditions changing from dry to wet, to the point that wet tyres are required, after the automobiles have left the marshalling area but prior to the race start, all automobiles shall be directed to the Pit Lane.
 - (ii) The only work permitted to be carried out on an automobile while in the Pit Lane shall be changing to wet tyres.
 - (iii) On completion of all automobiles changing to wet tyres, each automobile shall proceed to the grid as instructed over RMC.
- (b) During the race
 - (i) In the event of the circuit conditions changing from dry to wet, to the point that wet tyres are required during the race, the Safety Car shall be deployed.
 - (ii) If it is determined that the track will not dry quickly and less than 75% of the race distance has been completed, the race shall be suspended with all automobiles directed to the Pit Lane.
 - (iii) The only work permitted to be carried out on an automobile in the Pit Lane shall be changing to wet tyres.
 - (iv) On completion of all automobiles changing to wet tyres, the order in which automobiles are to line up behind the Safety Car at pit exit shall be announced over RMC.
 - (v) The start procedure for resuming the race shall be as detailed in RMSR 6.14(i) – Resuming the Race.

- (vi) If it is determined that the track will not dry quickly and 75% or more of the race distance has been completed, the race shall be stopped and not restarted.

S23. PASSENGER RIDES

Any Passenger rides conducted must comply with the CAMS MSPRA Policy.

S24. PORSCHE AUSTRALIA CODE OF CONDUCT

- (a) The Porsche Michelin GT3 Cup Challenge Australia Series is a racing series characterised by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the Porsche Michelin GT3 Cup Challenge Australia Series (participants, i.e. teams with all employees and team members, drivers, officials, organisation) make a significant contribution to how the Series is perceived – both internally and by the general public – and to the atmosphere in the Porsche Michelin GT3 Cup Challenge Australia Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Porsche Michelin GT3 Cup Challenge Australia Series, as well as the esteem in which the Series and its participants are held by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants, and is intended to avoid risk factors.

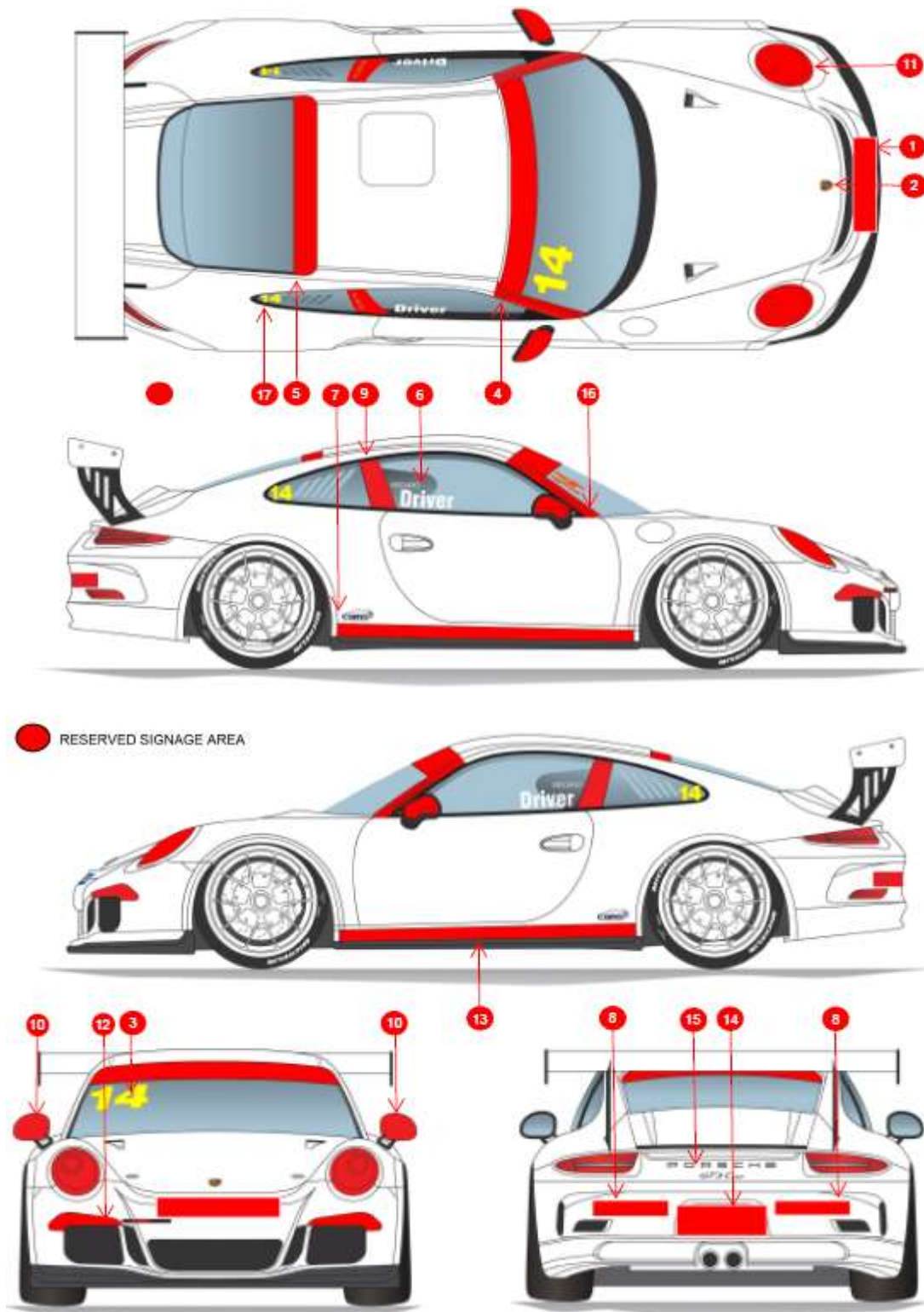
For this reason, all those involved agree to acknowledge the philosophy of the Porsche Michelin GT3 Cup Challenge Australia Series and to comply with the rules of conduct of the Series.

- (b) Both on and also adjacent to the race track, all those involved will:
- (i) treat the other participants, officials and organisers respectfully; and
 - (ii) follow the laws and the rules of the sport, and exemplify and promote fairness and the rules of conduct; and
 - (iii) neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.; and
 - (iv) always behave in the interests of safety and permanently cooperate in efforts to reduce risks; and
 - (v) use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal; and
 - (vi) always comply with the purpose of the sport; and
 - (vii) point out to other people who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance; and
 - (viii) cooperate with all other persons involved so as to develop and improve the Series and its status further on a continuous basis.

- (c) As a consequence of failing to comply with the rules of conduct, participants who:
- (i) (repeatedly) infringe against the Regulations; or
 - (ii) draw attention to themselves through unsporting behaviour on and adjacent to the track; or
 - (iii) express themselves about or behave in a disrespectful way towards other participants, officials, organisers, etc.; or
 - (iv) ignore the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the organisation and holding of an event; or
 - (v) ignore agreements that have been reached (including between teams and drivers) and do not meet obligations of performance; or
 - (vi) do not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- may be excluded from the Porsche Michelin GT3 Cup Challenge Australia Series.
- (f) Continued participation in this Series may not be permitted until any fine imposed is paid in full.

S25. Appendix 1

AUTOMOBILE MARKINGS



S26. Appendix 2

Fuel Container



S27. Appendix 3

In Car Camera Reserved Signage



The area indicated on the dash in white (400mm x 85mm) is allocated to competitors for the use of personal sponsors.

No other competitor signage shall be permitted.

GENERAL TECHNICAL REGULATIONS

T1 PREAMBLE

Unless expressly permitted in these Regulations, modification to the standard specification of the automobile as supplied by Porsche Cars Australia (PCA) is strictly prohibited. In the event of any dispute, parts or specifications of the automobile in question shall be compared against parts and/or specifications supplied by PCA. PCA reserves the right to update part numbers from time to time as they are superseded.

T2. ELIGIBILITY

T2.1. Eligible Automobiles

- (a) Only Porsche Carrera Cup GT3 Type automobiles as listed in the table below shall be eligible to participate in the 2018 Porsche Michelin GT3 Cup Challenge Australia Series.

List of Eligible Automobiles

Class A	Porsche 911 GT3 Cup Type 991 (MY13-16)
Class B	Porsche 911 GT3 Cup Type 997 (MY10-12)
Invitational	Porsche 911 GT3 Cup Type 997 (MY06-09)

- (b) Each GT3 Cup Type 991 (MY13-16) automobile must be registered with the CM and must be the subject of a current Race Vehicle Authorisation Certificate (RVAC) issued by PCA.
- (c) For specifications for Porsche 911 GT3 Cup Type 991 (MY13-16) and GT3 Cup Type 997 (MY 10-12) automobiles refer to [Appendix 1](#).

T2.2. Original Components

- (a) In these regulations the term "original" when applied to a component part, shall mean the genuine "Porsche" component and must remain identical to the original manufacturers' design specifications and be used in the manufacturers intended manner.
- (b) Any item not specifically referred to in these regulations is required to be as originally fitted to the automobile.

T2.3. Examination for Eligibility

- (a) The presentation of an automobile for participation in any round of the Series shall be deemed to be an implicit statement by the Competitor of conformity with all the Rules in these Technical Regulations.
- (b) Should the Technical Delegate (TD) suspect at any time that an automobile does not comply with these Regulations, the Competitor, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- (c) Any comment so made may be recorded by the TD, and subsequently may be presented at any Stewards' Inquiry or Hearing.

- (d) Should the TD fail to receive an adequate comment on the suspected or alleged ineligibility, which the TD alone has sole discretion to consider as adequate or satisfactory, the TD may require the automobile to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- (e) At the discretion of the Stewards and/or the TD, any components, parts or automobiles may be sealed by the TD for later examination.

T3. SCRUTINY

T3.1. Onus on Competitor

The onus is on the Competitor, or their nominated representative, to present their automobile for scrutiny at the appropriate times, in a complete and finished state, in 'ready to race' condition including each marking and seal on the automobile in accordance with the Sporting Regulations and Schedule K of the CAMS Manual and an operating timing transmitter in position on the automobile.

T3.2. Targeted Scrutiny

Scrutiny at each round of the Series shall be conducted according to the Targeted Scrutiny Procedures published by CAMS.

T4. COCKPIT

T4.1. Safety Cage

- (a) The safety cage as supplied by Porsche is mandatory and must not be modified.
- (b) The Safety Cage must comply with the requirements of Schedule J of the CAMS Manual.

T4.2. Window Nets

Each automobile may be fitted with a window net in full compliance with Schedule I of the CAMS Manual of Motor Sport.

T4.3. Windscreens

It is not permitted to fit after-market windscreen heater strips. It is permitted to fit an optional heated windscreen, part # 997654111106HR and windshield protection tear-offs.

T4.4. Pit Lane Speed Limiter

The Limiter must be activated at all times whilst the automobile is moving in Pit Lane.

Note: Regardless of the Limiter, each Driver always remains responsible for ensuring that the pit lane speed limit is not exceeded.

T4.5. Seat

- (a) The Driver's seat may be replaced by another of a type homologated by the FIA to the 8855-1999 or the 8862-2009 standard.
- (b) The original mounting (track) must be retained, unless specifically approved otherwise by the TD.

- (c) The floor of the automobile must not be modified in any way and the original mounting holes must be used.
- (d) Any seat complying with FIA 8862-2009 standard must use the homologated seat mounts.

T4.6. Safety Harnesses

A minimum '5 point' FIA homologated safety harness complying with Schedule I of the CAMS Manual, which is suitable for use with a head and neck restraint system is compulsory.

T4.7. Cool Suit Associated Components

- (a) It is permitted to fit a cool suit system to the automobile.
- (b) The cool suit system may form part of the ballast of the automobile.
- (c) The mounting of cool suit associated component hardware is to be located wholly within the cockpit.
- (d) The cool suit cooler unit must only be mounted to the passenger side floor using the original seat mount holes.
 - (i) the original cooler unit mounting bracket must be used
 - (ii) It is permitted to fabricate a mounting plate between the original seat mount holes and the original cooler unit mounting brackets.

T4.8. Drink Bottle

- (a) A drink bottle may be fitted for the driver's hydration.
- (b) The bottle and associated plumbing are to be located wholly within the cockpit and must not exceed two (2) litres in capacity.
- (c) Only one (1) drink bottle is permitted per automobile.
- (d) The drink bottle must only be of proprietary manufacture and securely mounted behind the Driver's seat and to the satisfaction of the TD.

T4.9. In-Car Cameras

In-car cameras are permitted, subject to their installation being approved by the TD and Chief Scrutineer.

T4.10. Timing Transmitters

The location of the Dorian Data 1 transmitter shall be in the recessed section of the right rear floor pan, directly behind the right rear air jack. See diagram attached at [Appendix 2](#).

T4.11. Fire Extinguisher

The fire extinguisher system compliant with FIA Article 253.7.2 of Appendix J to the International Sporting Code, as supplied originally with the automobile and its installation position must remain unchanged.

T4.12. Side and rear windows

Only the original Porsche 911 GT3 Cup (Type 997) side windows and rear screen as listed in the table below (in accordance with the FIA regulations, appendix J, article 257.3) are permitted:

Location	MY 10-12	MY 13-16
Door Window Left	99754251191	9915425118B
Door Window Right	99754251291	9915425118B
Rear Side Window Left	9975430119D	9915435118C
Rear Side Window Right	9975430129D	9915435128C
Rear Screen	99754511192	99154511198A

T4.13. Coachwork

The Coachwork must remain as supplied by the factory. For clarification, it is not permissible to alter the rear wheel housings.

T4.14. Ventilation

- (a) Any ventilation duct must remain as originally supplied except that it is permitted to cover the front bonnet driver ventilation duct and/or the rear side window openings with clear tape, only when the automobile is fitted with wet weather tyres or by approval of the TD.
- (b) Additional ventilation is permissible through windows only, however, this must not protrude past the external part of the automobile.

T4.15. Air Intake Blanking

- (a) It is permitted for air intakes in the front bumper bar to be partially or completely blanked.
- (b) Race tape, preferably black in colour, is the only material able to be used to facilitate such blanking.
- (c) Blanking tape must be fitted from top to bottom and shall only be removed starting from the bottom most surface to obtain the desired coolant temperature.

T5. TRANSMISSION

Unless with the prior written approval of the CM, the transmission must respect the year model of the automobile at all times.

T5.1. Housings

Each gearbox housing must be of original Porsche production manufacture.

T5.2. Gears

- (a) Only the gearbox ratios specified for GT3 Cup model automobiles in [Appendix 1](#) may be used.
- (b) For each model, the gear selection method must be of original design and operation for that model.

T5.3. Transmission/Differential

- (a) The ramp angles are determined relative to the rotary axis, refer to [Appendix 3](#). The resulting locking ratio is a combination of the ramp angles and the combination of the friction discs.
- (b) The minimum locking torque of the differential measured at the wheel nut with a blocked meshing gear is 60Nm.
- (c) For MY13-16 model automobiles, the ramp angle of the differential is 52° Drive and 30° Coast.
- (d) For MY10-12 model automobiles the ramp angle of the differential is 45° Drive and 32° Coast.
- (e) Lock wiring of roll pin for gearshift forks is permissible. 1mm stainless steel lock wire is recommended with no more than two (2) strands through the roll pin. Further modifications are not permissible i.e.: drilling of bolts or forks for lock wiring.

T6. ENGINE

T6.1. Engine Type

Unless with the prior written approval of the CM, the engine must respect the year model of the automobile at all times, refer to [Appendix 1](#).

T7. ENGINE AND TRANSMISSION REPAIRS

- (a) All work involving the following items and/or breaking of seals is only to be conducted once formal written approval is given by the TD, refer [Appendix 5](#).
 - (i) Crankcase
 - (ii) Crankshaft
 - (iii) Pistons
 - (iv) Cylinder head
 - (v) Camshaft
 - (vi) Gearbox
 - (vii) Differential
- (b) Once the CM and the TD are satisfied that the appropriate procedures for repair have been complied with, the TD shall fit any required seal.
- (c) The above protocol is to ensure continuity and parity between automobiles. This is an essential ingredient in the success of the Series
- (d) Any breach of the above direction shall be referred to the Stewards.

T8. SEALS

- (a) The TD shall supply and fit engine and gearbox seals to each automobile determined to be eligible to compete. These seals shall be fitted to the camshaft housing covers on the right and left hand sides of the engine, differential housing and gearbox housing.

- (b) The ultimate responsibility to ensure each correct seal is fitted prior to any track activity rests solely with the Competitor.
- (c) The Competitor of an automobile found not to have the correct seal/s fitted or if it is determined that a seal has been tampered with, may be referred to the Stewards.
- (d) The Competitor of an automobile found not to have seal/s fitted (save that written advice has been forwarded to the TD and the TD has given written permission for the seals to be removed) may be referred to the Stewards.
- (e) At all times, the TD shall be a judge of fact in respect of any seal fitted to an automobile.

T9. SUSPENSION

T9.1. Suspension

- (a) The suspension may be adjusted within the existing tolerances.
- (b) All original parts, including replacement parts, must be retained in their original fitted location.
- (c) The maximum permissible thickness of shims on the control arms are listed in the Table below:

	Front Axle	Rear Axle
Type 991 (MY13-16)	18 mm	15mm
Type 997 (MY10-12)	13 mm	13 mm

- (d) The diagonal link mounting points on each front control arm must be retained at the factory position (shortest wheel base). Middle position is not permitted.
- (e) The rear wishbone mounting points must be located in the middle position (identical to the ex-works position) and may not be turned around.

T9.2. Damper/Springs

- (a) Sachs suspension dampers with the following Part numbers are the only permissible suspension dampers:

	Front	Rear
Type 991 (MY13-16)	991 343 045 8A	991 333 051 8A
Type 997 (MY10-12)	997 343 041 98	997 333 051 96

- (b) As originally supplied, H & R brand with the following Part numbers are the only permissible suspension springs..

	Type 991 (MY13-16)	Part Number	Type 997 (MY10-12)	Part Number
Front Main	240-60-120	991 343 531 8C	100-60-260	997 343 531 90
Front Tender	75-60-42	996 343 537 90	75-60-43	996 343 537 90
Rear Main	260-60-130	991 333 531 8C	130-60-260	996 333 531 90
Rear Tender	80-60-60	997 333 537 90	80-60-60	997 333 537 90

- (c) The TD may, at any time during an event, request the removal of the dampers and springs from any automobile for the purposes of testing and/or eligibility checking. The TD may require the dampers and springs to be taken to another location for further testing.

T9.3. Ground Clearance

There are no restrictions for the adjustment of ride height at any time but may not be adjusted by the driver while in the cockpit.

T9.4. Anti-Roll bars

The disconnection of the anti-roll bars is permissible under the condition that no parts are removed from the automobile. Only the technically available adjustment positions may be used.

T9.5. Toe Rods

For GT3 Cup Type 997 (MY10-12) model automobiles, the front and rear toe rods, spacers and trunions must be assembled as per [Appendix 4](#).

T10. TELEMETRY, DATA RECORDING SYSTEMS AND ECU

T10.1. Telemetry

The use of telemetry is prohibited.

T10.2. Data Recording Systems

- (a) The Cosworth / MoTec data acquisition system as supplied originally with the automobile shall be the only data acquisition system permitted.
- (b) This system must be installed as original without modification.
- (c) The Cosworth / MoTec system is assigned to the VIN/Chassis Number and must not be exchanged unless otherwise approved by the CM.

T10.3. ECU and Wiring Loom

- (a) The Bosch Motronic MS4.6 / MS3.1 electronic control unit system as supplied originally with the automobile are the only units to be used.
- (b) The Bosch Motronic MS4.6 / MS3.1 electronic control unit including the complete wiring loom must be used without being changed.
- (c) The TD reserves the right to check or exchange the Bosch electronic control unit. The CM reserves the right to reprogram the Bosch electronic control units at any time during an Event. This is to ensure that the status of the program and data is identical for each participating automobile.
- (d) For MY13-16 automobiles the installation of Porsche supplied steering angle sensors, brake pressure sensors and Cosworth ICD-P-CUP Part No: 01P-032953-P-CUP expansion of memory are compulsory.

T10.4. Verification – ECU Data Monitor

- (a) At any time the TD may fit a data monitor to an automobile. The ECU data monitor is supplied by the CM and the wiring harness is fitted standard to each automobile.

- (b) Each Competitor is responsible for ensuring that the wiring and sensors that provide signals to the ECU data monitor are adequately maintained and remain working at all times.
- (c) Any cost of rectifying damage (whether accidental or otherwise) to the ECU data monitor while in the possession of a Competitor is the responsibility of the Competitor and the cost of any damage shall be assessed by the CM.
- (d) The TD shall make all decisions in relation to all determinations regarding the installation and operation of the ECU data monitor and any interpretation arising therefrom.
- (e) ECU data logging by any Competitor and/or Driver is prohibited.

T11. WHEELS

Only the wheels as detailed in the [Appendix 1](#) are allowed.

T12. RACING WEIGHT

- (a) Each automobile must achieve a minimum Racing Weight as outlined in the table below.

Model	Minimum Racing Weight (including Driver)
GT3 Cup Type 991 (MY 13-16)	1295 kg
GT3 Cup Type 997 (MY 10-12)	1295 kg

- (b) Weight may be checked after each official qualifying session and after each Series race on the scales provided by the CM at each venue. The weight recorded on these scales shall be considered to be fact and shall not be the subject of any Appeal or Protest.
- (c) Each automobile that records a weight less than the stipulated minimum shall incur a penalty. The penalty for the first breach shall be exclusion from the results of that session. The penalty for any subsequent breach of the minimum weight may include exclusion from the Event.
- (d) Ballast Location: Ballast shall only be fitted to the passenger floor of the cockpit in accordance with the RMSR and to the satisfaction of the Chief Scrutineer. Provision shall be made for the ballast to be sealed by the TD.

T13. LUBRICANTS

T13.1. Engine Oil

Mobil 1 0W40 engine oil is recommended.

T13.2. Gearbox Oil

Mobil Lube 1 SHC 75W90 gear oil is recommended.

T14. FUEL SYSTEM

- (a) A dry-break fuel system may be fitted as per Schedule N of the CAMS Manual.
- (b) Each automobile is required to arrive at the event with no fuel in the tank.
- (c) Only the control fuel as per S14(a) may be used at the event.
- (d) The TD may take fuel samples from an automobile at any time during an event.
- (e) With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

T15. REAR SPOILER

The position of the rear spoiler profile may be changed within the prescribed adjustment range.

T16. FRONT LIP

- (a) For Type 991 (MY13-16) automobiles, front lip Part No: 991.505.557.8A must be used.
- (b) For Type 997 (MY10-12) automobiles, front lip Part No: 997.505.557.92 must be used.

T17. EXHAUST SYSTEM

Mufflers are free, however they must perform the original function, retain the original shape and dimensions and comply with CAMS Regulations.

T18. COOLING SYSTEM

- (a) Where Glycol based corrosion protection is used, the volume of corrosion protection added must be limited to a maximum of 12% of the cooling system capacity.
- (b) The cooling system capacity is 22 litres, therefore the recommended fill method is 20 litres water plus 2 litres corrosion protection
- (c) The TD may take samples and test concentration at any time during the event
- (d) Corrosion protection Part Number 997 106 907 90 is recommended.

T19. BRAKES

Only brake components supplied by PCA are permitted to be used.

T20. Appendix 1

PORSCHE MICHELIN GT3 CUP CHALLENGE AUSTRALIA SERIES
APPROVED VEHICLE SPECIFICATION RECOGNITION DOCUMENT

This form details the approved specifications of individual Car models and shall be referred to as the “Recognition Document”.

Model Type: Porsche 911 GT3 Cup Type 991 / Porsche 911 GT3 Cup Type 997
Model Year: MY13-16 / MY10-12

SECTION 1 - CHASSIS

	991 (MY13-16)		997 (MY10-12)	
1.1 CHASSIS FRAME				
Description	Monocoque integrated chassis and body		Monocoque integrated chassis and body	
Manufacturer	Porsche		Porsche	
Material	Aluminium and steel composite		Steel	
1.2 FRONT SUSPENSION				
Description	Multilink with solid mounted sub frame		Multi-link with solid mounted sub frame	
Spring Medium	Double coil springs (main and helper springs)		Double coil springs (main and helper springs)	
Damper Type	Sachs – Oil/Gas	Non-adjustable	Sachs – Oil/Gas	Non-adjustable
Anti-sway Bar	Steel – Double blade type	Adjustable	Steel – Double blade type	Adjustable
Suspension Adjustable	Via spring seat height	Method: thread	Via spring seat height	Method: thread
1.3 REAR SUSPENSION				
Description	Multi-link	Solid mounted sub frame	Multi-link	Solid mounted sub frame
Spring Medium	Double coil springs (main and helper springs)		Double coil springs (main and helper springs)	
Damper type	Sachs – Oil/Gas	Non-adjustable	Sachs – Oil/Gas	Non-adjustable
Anti-sway Bar	Steel – Double blade type	Adjustable	Steel – Double blade type	Adjustable
Suspension Adjustable	Via spring seat height	Method: thread	Via spring seat height	Method: thread
1.4 STEERING				
Type	Rack and pinion		Rack and pinion	

1.5 BRAKES				
	Front	Rear	Front	Rear
Type	Disc	Disc	Disc	Disc
Dimension	380 x 32	380 x 30	380 x 34	355 x 28
Part Number	9913511058A / 99113511068A	9913521078A / 9913521088A	997.351.409.92/997.351.410.92	997.352.405.91/997.352.406.91
Material	Multi piece steel	Multi piece steel	Multi piece steel	Multi piece steel
Actuation	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Caliper	Porsche	Porsche	Porsche	Porsche
Adjustable Bias	Yes		Yes	
Brake Pads	PFC 9913519428A	PFC9913529428A	Pagid 99735194093	Pagid 99735293096

SECTION 2 - ENGINE

2.1 ENGINE				
Make	Porsche		Porsche	
Model	97/98		97/98	
No. and config.	Flat six (6)		Flat six (6)	
Cylinder Block Material	Aluminium		Aluminium	
Bore x Stroke	102.7 mm x 76.4 mm		102.7 mm x 76.4 mm	
Max. Bore x Stroke	102.7 mm x 76.4 mm		102.7 mm x 76.4 mm	
Capacity	3797 cc		3797 cc	
Max. Capacity	3797 cc		3797 cc	
Cooling Method	Liquid		Liquid	
2.2 CYLINDER HEAD				
Make	Porsche		Porsche	
No. Valves Per Cylinder	Inlet Two (20)	Exhaust Two (2)	Inlet Two (2)	Exhaust Two (2)
No. Ports Total	Inlet Six (6)	Exhaust Six (6)	Inlet Six (6)	Exhaust Six (6)
No. Camshafts	Inlet Two (2) chain driven	Exhaust Two (2) chain driven	Inlet Two (2) chain driven	Exhaust Six (6) chain driven
Valve Actuation	Bucket with hydraulic lifters		Bucket with hydraulic lifters	
Spark Plugs Per Cyl.	One (1)		One (1)	

2.3 LUBRICATION				
Method	Dry sump		Dry sump	
Oil Tank Location	Front of engine		Front of engine	
Dry Sump Type	Gear		Gear	
Location	Crankcase and cylinder heads		Crankcase and cylinder heads	
Oil Cooler	Yes (standard)		Yes (standard)	
Location	Mounted on engine		Mounted on engine	
2.4 IGNITION				
Type	Coil on plug		Coil on plug	
Make	Porsche		Porsche	
2.5 FUEL FEED				
Fuel Injection System	Model MS4.6	9916186828A	Model MS3.1	99761868291
Make	Porsche	Motronic/Bosch	Porsche	Motronic/Bosch
Injector	Porsche EV6C	99760513291	Porsche EV6C	99760513297

SECTION 3 - TRANSMISSION

3.1 CLUTCH				
Make	Porsche		Porsche	
Type	Diaphragm		Diaphragm	
Clutch	9911160019A		99711600191	
Friction Plates	Three (3)	9971161139A	Three (3)	997 116 931 90 L CC-OZ
Intermediate Plates	Two (2)	9971161259A	Two (2)	997 116 137 90 CC-OZ
Pressure Plate	One (1)	9971161239A	One (1)	997 116 131 90 CC-OZ
Basket	One (1)	9911160119A	One (1)	997 116 932 90 L CC-OZ
Actuation	Hydraulic		Hydraulic	
3.2 TRANSMISSION				
Type	Manual sequential	Rear wheel drive	Manual sequential	Rear wheel drive
Make	Porsche / Holinger		Porsche / Holinger	
Model	G91/72		G97/63	

No. Forward Gears	Six (6)		Six (6)	
1 st	13/41	2.412:1	12/38	3.167:1
2 nd	17/40	3.154:1	15/32	2.133:1
3 rd	19/36	1.895:1	18/31	1.722:1
4 th	19/29	1.526:1	20/28	1.400:1
5 th	24/30	1.250:1	23/26	1.130:1
6 th	34/35	1.029:1	29/17	0.931:1
3.3 FINAL DRIVE				
Differential Make	Porsche / Holinger		Porsche / Holinger	
Ramp Angles	52° Drive	30° Coast	45° Drive (37% lock ratio)	32° Coast (52% lock ratio)
Ratios	14/22	1.571:1	8/32	4.000:1
3.4 TRANSMISSION SHAFTS				
Number	Two (2) CV type shafts		Two (2) CV type shafts	
Part Number	9913320248A		99733202492	
3.5 WHEELS				
Wheel Type	Porsche aluminium		Porsche BBS	
Part No. Front	991362131	10.5 x 18 – 28 mm offset	99736213699	9.5 x 18 – 37 mm offset
Part No. Rear	9913621518A	12 x 18 – 58 mm offset	9973621409B	12 x 18 – 30 mm offset

SECTION 4 - GENERAL

4.1 FUEL SYSTEM				
Location and Size	Front	100 litres	Front	100 litres
Fuel Pump and Make	Electric internal	Porsche	Electric internal	Porsche
4.2 ELECTRICAL SYSTEM				
Voltage	12V negative ground		12V negative ground	
Alternator	99760301209		99660301990	
Battery Location	Passenger foot well 99661107010		Passenger foot well 99661105310	
4.3 BODYWORK				
Type	Coupe		Coupe	
Material	Smart aluminium / steel composite		Steel / carbon fibre	

4.4 DIMENSIONS

Wheelbase	2463 mm +/- 5 mm	2360 mm +/- 5 mm
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4.5 PERMITTED MODIFICATIONS

Nil

T21. Appendix 2

LOCATION OF TIMING TRANSMITTER (FLOOR PAN REMOVED)

991 (MY13-16)



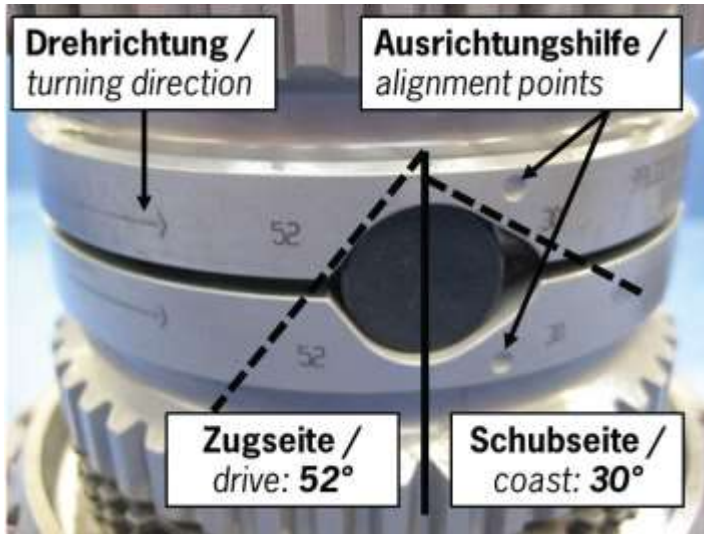
997 (MY10-12)



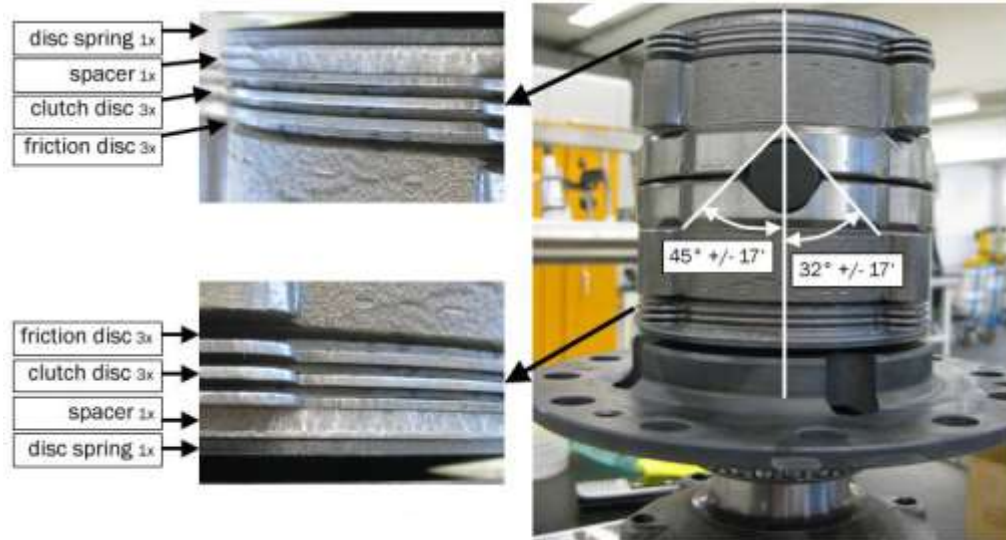
T22. Appendix 3

DIFFERENTIAL LOCK RAMP ANGLES

991 (MY13-16)



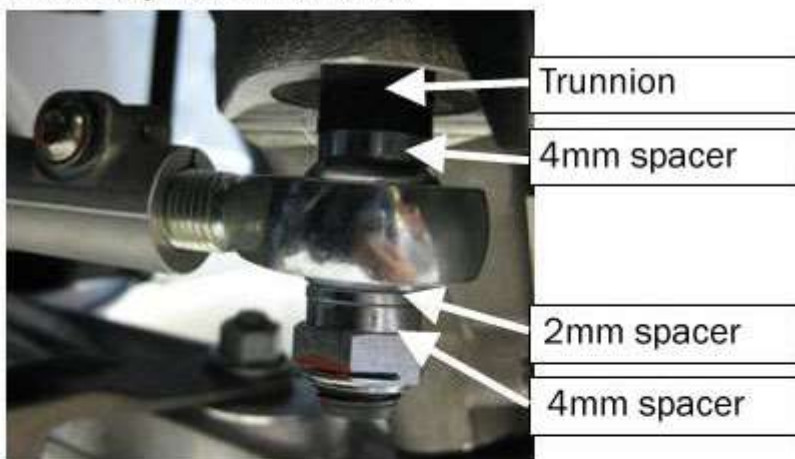
997 (MY10-12)



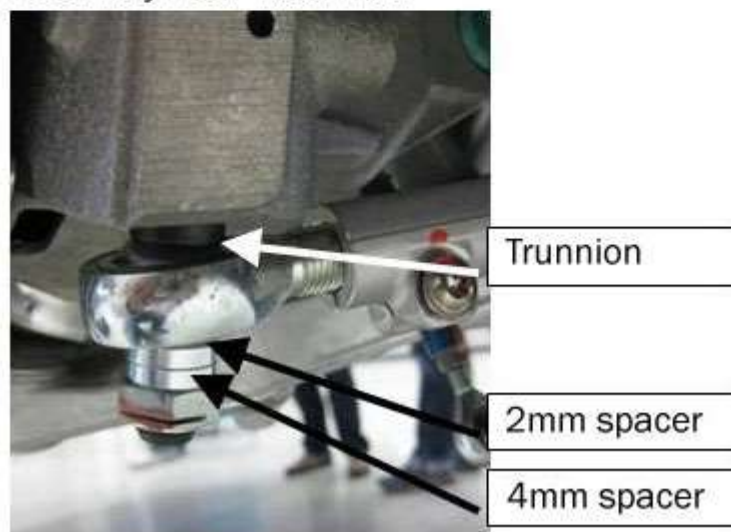
T23. Appendix 4

TOE RODS (MY10-12 ONLY)

Assembly Front Track Rod



Assembly Rear Track Rod



T24. Appendix 5

REQUEST FOR REPAIRS
Engine and Gearbox units must be returned to Porsche Cars Australia
for repair.

Attention: Technical Manager
 Porsche Carrera Cup Australia

Team Name	
Contact Name	
Contact Phone Number	
Return Fax Number	
Competition Number	
Chassis Number	WP0ZZZ99Z
Date	

Reason for repairs (Include component)

Office Use Only
Date Received: _____
Approval Nr: _____
Approval Date: _____
Signed: _____

When completed please fax to 03 9473 0959 or email to motorsport@porsche.com.au