2008 PORSCHE DRIVERS' CHALLENGE

Technical Regulations

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DEFINITIONS

- **"Category Manager"** means the Australian GT Sportscar Group Pty Ltd
- **"Series"** means the competition conducted as the Porsche Drivers' Challenge
- **"CAMS"** means the Confederation of Australian Motor Sport Ltd, the ASN for Australia
- **"FIA"** means the Federation Internationale de l'Automobile
- **"Technical Commissioner"** means the CAMS-appointed Technical Commissioner of the Series

INTRODUCTION

The Series will be conducted in accordance with the provisions of the International Sporting Code of the Federation Internationale de l'Automobile [FIA] (the Code) the National Competition Rules (NCR's) and Race Meeting Standing Regulations of Confederation of Australian Motorsport Ltd (CAMS), and these Sporting Regulations (the Regulations) and Race Meeting Supplementary Regulations and Further Regulations and/or Bulletins that may be issued for individual rounds of the Series.

The Category Manager, subject to the approval of CAMS, reserves the right to amend these regulations as it deems appropriate. Any amendments will be issued in a Bulletin to all registered competitors either by mail, facsimile, e-mail or by hand.

I. GENERAL

1.1 **Original Components:** In these regulations the term "original", when applied to component parts, shall mean the genuine "Porsche" component and must remain identical to the original manufacturer's design specifications and be used in the manufacturer's intended manner. "Model" shall mean the model represented in accordance with clause 3.2.

Any item not specifically referred to in these regulations is required to be original.

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

1.2 **Specifications:** The CM, in consultation with the CAMS Eligibility Committee, shall obtain the manufacturer's design specification and intended use by reference to information provided by the manufacturers or by comparison with items or components that the CM can establish comply with such specification. Matters pertaining to car eligibility, where necessary, may be referred to CAMS Eligibility Committee whose finding will be binding (refer NCR 159). Where the Technical Commissioner is unable to satisfy himself that a car complies with these regulations the competitor shall provide such documentary or other evidence that the Technical Commissioner requires.

Competitors are reminded that the failure to produce such documents, or the production of fraudulent or misleading documents, may render them liable to prosecution under NCR 183.

1.3 **Modifications:** All modifications are strictly forbidden unless specifically authorised in these regulations.

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

1.4 **Parity:** The Performance Benchmark for the Series is the 996 MY2004 Cup Car spec. To maintain parity between models and with the benchmark the Association, in conjunction with CAMS, reserves the right to nominate air restrictor sizes and/or racing weights and/or rev limits for given car configurations.

996 GT3 Cup Cars may only be adjusted with weight for driver seeding or success ballast purposes.

1.5 **944 Challenge Cars:** Refer to CAMS Bulletin 05/073.

1.6 **Fuel:** All cars must use fuel in compliance with Schedule G (refer "General Requirements for Cars and Drivers" in the CAMS Manual of Motor Sport). Mixtures of acceptable fuels are not permitted.

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

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1.7 Dry Break Fuel System: May be fitted as per Schedule N (refer "General Requirements for Cars and Drivers")..

1.8 Air Jacks: It is permitted to fit air jacks to the vehicle, provided that the pressure source is not carried in the vehicle.

2. CLASSES

Classification for cars is based on a weight to power ratio (kg/kW), calculated using the power of the car as determined in accordance with clause 6.3, and the weight of the car as determined in accordance with clause 6.2.

2.1 The classes are as follows:

Open Class	Normally-aspirated	4.2kg/kW or greater
	Turbo engine cars	4.3kg/kW or greater
Class A	Turbo engine cars (all models)	4.6kg/kW or greater
	Normally-aspirated	4.5kg/kW or greater
Class B	993 RS/CS model only	5.0kg/kW
	993 models	5.0kg/kW
	964 & all turbo models	5.0kg/kW less 25kg
	Pre-964 normally-aspirated models	5.0kg/kW less 50kg
	* Competitors who run 8" fronts and 9" rears are allowed an additional 40kg reduction	
	* Competitors who run a 993 body on a 911/964 must add an additional 25kg	
Class C	Pre-964 normally-aspirated models maximum engine capacity 3200cc	9.2kg/kW or greater
	944 Challenge vehicles	Refer Bulletin 05/073
	Classic Cars – complying with regulations as published by CAMS for Group Nc, Sa, Sb & Sc	

3. BODY, EXTERIOR

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

3.1 Body shells: Only body shells supplied by the factory for the "Model Series" listed in Table1 may be used. The expression "Model Series" in these regulations refers to the particular family of vehicle type to which an individual model belongs.

Strengthening by seam welding, gusseting or extra plating is permitted. Non-original apertures in body shells are permitted only to allow for access to mechanical components, for cooling air ducting for brakes or oil coolers, or to enable permitted suspension modifications. Such apertures must be replaced (except for ducts) by a panel of the same material and strength, which must be bolted, welded or riveted in place. It is permissible to alter body shells and other components as necessary to allow the fitting of the gearbox.

Table 1 – Permissible Model Series

356	All
912	All
911	all from 1964 to 1989
C2	includes C2 RS, C2 RS America, 964 and 964 S and Flatnose
914	includes 914-6, 914-6 GT and 916
924	includes all 924 and 944
928	includes all 928 models
968	includes all 968 models
993	RSR, GT2 (road version & Evo only)
996	GT3 (road version)
996	GT3 Cup car up to model year 2005 specification GT3 R, 1999, 2000
996	GT3 RS 2001, 2002, 2003
996	GT2 (road version)
997	GT3 (road version)
997	GT3 RS

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Cars utilising permanent or semi-permanent four-wheel drive are not permitted under these regulations.

New Models: New models not referred to in these Regulations may be added from time to time subject to approval by the CM and CAMS. Any new model so added will be the subject of a CAMS Homologation Document, to be completed prior to the vehicle entering competition.

3.2 Body shapes: External body shapes (including front and rear spoilers) must be identical to one of the Porsche production models shown in Table 2, except where specific variations are permitted as shown in Table 3 and mentioned in Clause 3.3. Competitors shall nominate the model that the car represents.

Table 2 – Permissible Body Shapes

356	912			
911 2.7RS	911 3.0RS	911 2.8 RSR	911 3.0 RSR*	
911 T	911 E	911 S	911 Carrera	911 SC
911C2	911C2 3.6 RS	911C2RS America	C2 3.8 RSR*	
911C2 Flatnose				
914	914/6 GT	916		
924	924 Turbo	924 Carrera GT	924 GTS*	924 GTR*
928	928 S	928 S2	928 S4	928 GTS
930	930 S	934	965	965 S
944	944 S2	944 Turbo		
959*				
968	968 CS	968 Turbo S*	968. Turbo RS*	
993	993 RS Touring	993RS/CS		
993 Carrera S*	993 3.8 Cup RSR*			
993 Turbo 3.6*	993 GT2 (road version & Evo only)			
996 GT3	996 GT3 Cup car to 2005		996 GT3R	996 GT3 RS
996 Turbo	996 GT2			
997 GT3	997 GT3 RS			

Including Coupe, Targa, Speedster and Cabriolet variants, only where these have been manufactured by the factory. Models marked " * " not permitted in Class B. 996 models: GT3 CUP to 2005, GT3R, GT3RS, GT2 and Turbo are eligible only for Open Class.

3.3 Panels:

(i) Replica panels (including front and rear spoilers) may replace demountable exterior body panels. Such replica panels must affix to the body shell in the original manner, or in the case of bonnets, engine covers and rear hatches the use of pins or quarter turn fasteners is permitted.

(ii) Non-standard openings are not permitted in any body panels save for the following exceptions:

(a) Auxiliary driving or fog lights may be removed and the openings used for brake or oil cooling ducts.

(b) **911 Pre-1974:** A central rectangular opening below the front bumper bar no larger than 500mm wide x 110mm high. Two holes of 980mm centres and either a maximum diameter of 90mm or a rectangle 150mm wide x 100mm high.

(c) **911 1974 to 1989:** A central rectangular opening below the front bumper bar no larger than 600mm wide x 150mm high. Two holes of 100mm centres and of a maximum diameter of 90mm.

(d) **944 Turbo:** The NACA style bonnet duct from the 924 turbo may be installed into the bonnet, but in the reverse direction to aid air extraction.

3.4 Doors: Uses of non-genuine doors are permitted. The original shape, size, dimensions and means of attachment and latching must be maintained. The uses of fibreglass and carbon/Kevlar materials are permitted.

Where a replacement door is used, at least one longitudinal bar must be incorporated into the Safety Cage structure across the driver's door opening.

3.5 Rear mudguards: Rear mudguards may be replaced with replica panels provided that these retain the external shape of the Porsche part for the model represented. Such panels must be secured to the body shell permanently and in a structurally sound manner and blended in to give the appearance of a continuous surface.

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3.6 Wheel-arch flares:

Table 3 - Permissible Flare Width

MODEL	CLASS A		CLASS B	
	Front	Rear	Front	Rear
911 2.8 RSR	2.8 RSR +50mm	2.8 RSR +50mm	Standard	Standard
911 3.0 RS	3.0 RS +50mm	3.0 RS +50mm	Standard	Standard
911 3.0 RSR	3.0 RSR	3.0 RSR	N/A	N/A
911 1974 to 1989	3.0 RS	3.0 RS	930	930
911 pre-1974	2.7 RS +20mm	2.7 RS +20mm	2.7 RS +20mm	2.7 RS +20mm
914, 914/6 GT, 916	916+20mm	916+75mm	916	916+20mm
924, Turbo, GT, GTS, GTR	GTR	GTR	GT	GT
928, S, S2, S4, GTS	Std+50mm	GTS+50mm	Standard	Standard
930, 930S	930+50mm	930+50mm	Standard	Standard
944, S2, Turbo	Std+50mm	Std+50mm	Standard	Standard
964 C2 3.8 RS/RSR	Std+10mm	Std+10mm	N/A	N/A
964 C2 RS America	Std +20mm	Std +20mm	Standard	Standard
964 C2, C2 RS	964 Turbo	964 Turbo	Std+20mm	Std+20mm
964S C2 Flatnose	Std + 10mm	Std + 10mm	N/A	N/A
965 965S	Std+50mm	Std+50mm	Standard	Standard
968 Turbo S, Turbo RS	Std+10mm	Std+10mm	N/A	N/A
968, 968CS	Std+50mm	Std+50mm	Standard	Standard
993	RSR or GT2	RSR or GT2	RSR or GT2	RSR or GT2
996	Standard	Standard	NA	NA

Models not mentioned in Table 3 must remain standard.

Openings in mudguards or flares are not permitted unless standard for the model represented.

The addition of wheel-arch flares, to the same style as the original mudguard, is permissible for some models, and those models and the specifications for the maximum allowable flare widths (listed as "... + xx mm") are shown in Table 3. They must be fixed to the mudguards either as described above in 3.5, or if they are replicas of Porsche factory bolt-on flares (eg, 934 or 924 Carrera GT etc), by the original method of fixing.

Replica flares must conform to the following:

(i) they must be of the same style and shape as the original flare;

(ii) the point of commencement of the replica flare in relation to the mudguard must be the same as that for the widest original flare for that series,

(iii) the angle on the top of the replica flare must be no flatter than the angle of the widest original flare for that series.

3.7 Bumpers: Bumper bars may be joined to the front spoiler provided the bumper bar retains its original shape for the model represented. Rear bumper bars and their skirts must retain the original Porsche external shape for the model represented.

3.8 Materials: Materials are free for front and rear mudguards, bonnet, engine cover, rear hatch, rear boot lid, bumper bars, flares, front and rear spoilers and doors.

3.9 Windows: Windscreens must be of laminated glass. Other windows may be of other clear rigid material at least 3mm thick, providing clear vision, and mounted in the original manner. Non-operational fixed windows must be at least 2mm thick unless otherwise supplied by the Porsche factory.

3.10 Mirrors: Rear view mirrors are free.

3.11 Headlights: Headlights are free, subject to the original external shape, being retained. Retractable headlights may be replaced by fixed headlights under a Plexiglass cover, provided this cover retains the external shape of the original cover.

3.12 Safety nets: Refer Schedule I - CAMS Manual Standard Requirements (see "General Requirements for Cars and Drivers").

3.13 Rain lights: A rear-facing rain light must be installed.

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4. BODY, INTERIOR

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

4.1 Seats: Replacement of driver's seat by suitably affixed racing seat is permitted. Passenger and rear seats may be removed.

4.2 Trim: All trim may be removed except door panels and dashboard. Non-original trim material is permitted. Where the original door trim is removed it must be replaced with an appropriate material with the same extent of coverage as the original.

4.3 Steering wheels: Replacement steering wheels are permitted.

4.4 Controls and instruments:

(i) An effective powered de-mister and windscreen washer system must be fitted and operational.

(ii) All controls and their functions, except those for ancillary items such as electric mirror, sunroofs, electric seats, air conditioners, radios etc, must remain as provided by the manufacturer, but it is permissible to modify them in such a way as to make them more accessible and easier to use (eg, fitting additional pad to brake pedal, extensions to switches, etc).

(iii) Instruments and switches, in addition to those already supplied by the manufacturer, may be fitted to a separate panel, provided that all the original instruments and switches are retained in their original locations. Steering column locks which entail the use of a key must be moved, or rendered inoperative (except on road registered cars in which case they may be removed or rendered inoperative).

Notwithstanding clause (iii) above, the original instruments maybe replaced by other instruments provided that the external appearance of the dashboard and associated components of the car are retained and, only the minimum modification necessary made to the facia panel to facilitate the fitment of replacement instruments.

4.5 Safety cages:

(i) Safety cage structures are mandatory and must comply with the requirements of Schedule J standard requirements (refer "General Requirements for Cars and Drivers") and the following regulations.

(ii) The structure may be welded to the body shell only at the following areas:

(a) the ends of any hoop or brace;

(b) any point/s along the main hoop, front longitudinal or lateral hoops, including a lateral tension member connecting each longitudinal leg;

(c) the ends of any points along any longitudinal members, which act as, side "anti-intrusion" bars.

(iii) To achieve the efficient mounting on the body shell of the front legs (of a lateral front hoop or a longitudinal front leg) it will be permitted to modify the original interior trim (including the dashboard) by distorting it or cutting it away, provided that is it professionally re-trimmed.

(iv) All carpets may be removed however if replaced must be refitted in a professional manner.

(v) The safety cage structure must be completely contained longitudinally between the front firewall bulkhead and the top mounting points of the rear suspension that bear a vertical load. It will not be permitted for any member of a safety cage structure to pierce any front firewall or bulkhead.

(vi) In the case of side "anti-intrusion" protection, to achieve the efficient placement of the members it is permitted to remove the armrest and replace the original side door panels with a professionally manufactured unit in matching trim.

5. ENGINE

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

5.1 Engine type: Engines must be of Porsche production manufacture in accordance with the following:

MODEL	ALLOWABLE ENGINE TYPE
All 356, 912, 914	horizontally-opposed four cylinder
911, 916, 930, 934, 959, 965, 993	horizontally-opposed air-cooled six cylinder
All 924, 944, 968	in-line four cylinder
All 928	V8 water-cooled
All 996 All 997 (GT3 & GT3 RS)	horizontally-opposed water-cooled six cylinder

Engines must retain the original major components, ie, block, crankcase and head/s. Internal modifications are free.

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5.2 Engine capacity:

The engine swept volume shall not exceed the following:

Engine Type	Open	Class A	Class B
four-cylinder normally-aspirated engines	3200cc	3200cc	3000cc
four-cylinder turbocharged engines	3000cc	3000cc	3000cc
six-cylinder air-cooled normally-aspirated engine	3800cc	3800cc	3800cc
six-cylinder water-cooled normally-aspirated engines	3600cc	3600cc	3200cc
six-cylinder single-turbocharged engines	3600cc	3600cc	3300cc
six-cylinder twin-turbocharged engines	3600cc	3600cc	N/A
eight-cylinder normally-aspirated engines	5400cc	5400cc	5400cc

5.3 Turbocharging:

(i) Turbocharging is permitted only on those engine types (ie, 911 air-cooled, 924, 944, 968, 993 and 996) on which turbocharging was supplied by the factory as original equipment. In such cases, only the original number of turbochargers is permitted, although the size and type are free.

(ii) The waste gate/s must be used to regulate the inlet manifold pressure by diverting exhaust gas pressure. The waste gate control pressure is to be regulated by a pressure spring which must be permanently set and sealed for the duration of every race meeting, and a manifold pressure line connected directly between the inlet manifold and the control side of the waste gate valve. The manifold pressure line is not to be regulated by a control valve/valves. Should the pressure spring seal be broken a new dyno sheet must be presented to the Technical Commissioner.

The only exemption from this requirement shall be for cars with motors that remain to the original factory specification for the model represented, in respect to both the engine management system and engine specifications.

(iii) The fitting of an air-to-air (cooled) intercooler is permitted. The intercooler is to be mounted as original or within the engine bay and is to draw cooling air through the standard body apertures. The method of cooling the intercooler is to be by natural air drawn across the intercooler by differential air pressure (no artificial cooling is permitted).

(iv) A standard air-cooled Porsche twin-turbo engine (non-Turbo S) may be fitted in a 993 twin-turbo body shell or a GT2/GT2 Evo body shell.

5.4 Engine management systems:

(i) Engine management systems may be required by the Technical Commissioner to be sealed for the duration of the meeting. The approved method of sealing is for the unit to be fitted in a separate box, which must:

(a) Be mounted clear of any panel in the car, allowing visual inspection of all sides of the box.

(b) Have no openings save the point of entry of the wiring and vacuum lines. (Adequate ventilation may be provided by the inclusion of panel of fixed material such as flywire.)

(c) Be fitted with a door or cover which has provision for sealing wire to be attached.

Note: The Technical Commissioner may authorise alternative sealing arrangements in special cases attested to by a notation in the car's log book.

(ii) If a programmable engine management system is fitted to a car the following parameters must be logged on the dynamometer reading sheet recorded at the official dynamometer test for the car.

(a) Normally-aspirated cars must record; Inlet air temperature, fuel pressure and timing.

(b) Turbo cars must record: inlet temperature, fuel pressure timing and boost pressure.

The above information must be available at the conclusion of a qualifying or race session on request at any time during the meeting from the Technical Commissioner.

(iii) Prior to the commencement of practice or racing, the Technical Commissioner may require the competitor to demonstrate the program settings of any system that can be programmed in-car, and the competitor must supply the equipment to enable this to be done (eg, laptop computer). The settings may be altered during a meeting, only in the presence of the Technical Commissioner, who will record the new settings. During final dynamometer testing, all settings used will be checked, and the program, which produces the maximum power, will be the official one.

(iv) Under no circumstances may any engine management system or device provide a variable rev limiting function; ie, only one permanently set rev limiter allowed.

5.5 Other modifications:

(i) Any device capable of controlling the maximum engine power remote from the engine bay shall be sealed by the Technical Commissioner.

All other engine modifications are free (including exhaust, auxiliary fuel supply, oil circulation and electrical equipment) provided that the car complies with the weight to power ratio for the relevant class, and meets all other CAMS requirements.

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6. CONTROL OF WEIGHT TO POWER RATIO

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

6.1 General: The Technical Commissioner will maintain a log sheet on each car, which records the history of weight and power measurements. The competitor of any car entered in the Competition for the first time must submit a dynamometer graph of the car to the Technical Commissioner prior to the race meeting in which it is to compete. The dynamometer graph submitted must be from a test performed at one of the approved dynamometer facilities nominated by the Association. In addition a current dynamometer graph must be submitted by all competitors prior to the first race entered in the current season.

6.2 Weight:

(i) The weight of the car for classification will be the "racing weight" as defined by CAMS, save that any race damage may be repaired (or allowed for) in the post-race weighing of the car.

(ii) Cars will be weighed at nominated weighbridges or at other locations nominated by the AGTSG.

(iii) Any measurement by a certified weighbridge used by the Association will be considered to be a finding of fact. For the purposes of power/weight calculations for any race meeting, the weight used will be the lowest figure recorded after and/or during any qualifying and/or race session at a meeting.

(iv) Any ballast or penalty weight fitted must be fixed inside the extremities of the body shell and to the satisfaction of the Technical Commissioner.

6.3 Power (post-race determination):

(i) For the purposes of determining power at any race meeting including the qualifying, the highest power reading subsequently determined by testing on any of the nominated dynamometers in accordance with the Association's standard procedures shall be a finding of fact. This process shall include the impounding and sealing of the car and/or engine with the dynamometer testing carried out at a later time.

(ii) The test procedure will be carried out to obtain the maximum power output of the car in accordance with the Association's standard procedures for dyno testing and restrictors.

(iii) Present at any official dyno test will be the owner of the car (or their representative), the Technical Commissioner or representative, and one other member of the Association.

(iv) Penalties for exceeding the power/weight restrictions are detailed in the Association's standard procedure.

7. TRANSMISSION

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

7.1 Housings: Gearbox housings must be of original Porsche production manufacture. No modifications are permitted except for the installation of fittings to allow for an oil spray lubrication system and oil cooling. The bell housing of late-model (G50) gearboxes may be modified to facilitate the installation of these gearboxes to pre 993 model cars.

7.2 Gears: Cars competing in B Class shall have a maximum of five forward gears, unless the standard gearbox for the model has six forward gears, which then becomes the maximum allowable for that model.

The maximum number of forward gears is six for cars competing in A Class.

Unless standard for the model, all gears must be selected by the driver exclusively via a non-sequential "original" mechanical linkage. This permits "H" pattern gear change mechanisms only.

For all models the internal components, including gear ratios, are free.

An operational reverse gear must be fitted.

7.3 Final drive: The final drive ratio is free, as is the method of "locking" the differential.

7.4 Traction control: Any form of traction control is not permitted other than the original Porsche ABD system as fitted originally to any model listed under Clause 3.2.

7.5 Clutch: The flywheel, friction plate and pressure plate are free. Actuation must be mechanical or hydraulic and controlled solely by the foot-operated pedal.

8. BRAKES

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

Brakes are free except that:

(i) ABS braking systems are not permitted unless they are an ABS system fitted originally to any model listed under Clause 3.2.

(ii) Brake discs are free subject to them being made of ferrous material; and

(iii) Only one brake calliper per disc is permitted and the maximum number of pistons in each calliper shall be four for Class B cars and six for Class A. Callipers must be of an original Porsche design.

(iv) Liquid-cooled callipers are not permitted.

9. SUSPENSION

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

NOTE: Pick up points are defined as the position of the rotational axis on the mounting points of the suspension to the shell or chassis.

9.1 Open Class, Class A & B all pre-993 model series:

The rear shock absorber mounting on 911 models may be replaced by an original Porsche part in order to simplify the fitting of coil over shock absorbers.

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9.2 Open Class, Class A cars all pre-993 model series:

Suspension is free except for the following:

(i) The original type must be retained (eg, MacPherson strut, trailing arm, etc).

(ii) Additional pick-up points or suspension links other than those for the model represented are not permitted.

(iii) Front suspension pick-up points may be moved to within a 25mm radius from any original pick-up points for a model within that particular series.

(iv) Rear suspension pick-up points may be moved to within a 35mm radius from any original pick-up-points for a model within that particular series.

9.3 Class B Cars except all pre-993 model series:

(i) Suspension pick-up points may be altered to any standard point for any model within that particular series.

(ii) Suspension components must remain original for the model represented, except for the following allowable modifications:

(a) Rubber bushings may be replaced by alternative material;

(b) Anti-roll bars and method of attachment are free;

(c) Strengthening of components by addition of plates or gussets is permissible;

(d) Relocation of front stub axle on the MacPherson tube is permitted, as is the relocation of the steering arm pivot point:

(e) Shock absorbers are free, but the mounting points must remain original for any model within that particular series.

(f) Springs and torsion bars are free. Torsion bars may be replaced or supplemented by coil-over shock absorbers;

(g) Steering tie rod ends are free;

(h) Addition of front suspension tower brace is permitted;

(i) Suspension components may be modified to the specification of, or replaced by alloy components from any permitted model within that series.

(j) On 924/944/968 models and derivatives the front lower ball joints may be replaced with a spherical joint and the lower control arm may be of alternate material to the specifications of the original arm.

9.4 Open Class, Class A & B - all 993 and later model series:

Suspension components must remain original for the model represented, except for the following allowable modifications:

(i) Shock absorbers are free, but the mounting points must remain original.

(ii) Springs are free.

(iii) Rubber bushings may be replaced by bushings utilising alternative materials and designs, provided the original pivot locations of the suspension components are retained

993 model series rear suspension lower track control arms may be replaced with an adjustable track arm.

(iv) Class B "wide-bodied" 993 models (Carrera S and Turbo 3.6): the car track shall not exceed 1442mm front and 1488mm rear.

10. WHEELS AND TYRES

Porsche 996 GT3 Cup Cars – *refer Appendix 1 (for MY1999-01 cars) or Appendix 2 (for MY2002-05 cars)*

10.1 Wheels: Wheels are free, save that restrictions apply to the combination of wheel widths and diameters as follows:

(i) **Class A**

Front - the sum of the wheel width and the wheel diameter must not exceed 28".

Rear - the sum of the wheel width and the wheel diameter must not exceed 30".

(ii) **Class B & C**

Wheel diameters must not exceed 18".

Wheel widths must not exceed 8" front, 10" rear.

944 Challenge vehicles as per Bulletin 05/073.

(iii) **Wheel attachments:** Wheel attachment bolts may be replaced by units of identical dimensions. Wheel fixation to the hub by bolts may be changed to fixations by studs and wheel nuts, provided that the number of attachment points and the diameter of the threaded parts are respected (as indicated in diagram FIA Drawing 254-1). The design of wheel nuts is free.

(iv) **Brake fans:** Brake fans may be fitted to the wheels, but their lateral projection may not extend past that of the complete wheel.

10.2 Tyres:

(i) Slick racing tyres must only be a brand and size and construction as nominated by the AGTSG in the Australian GT Championship Sporting regulations.

(ii) As an alternative to the above, competitors may use a tyre from the Production Tyre list issued by CAMS.

(iii) All C class competitors must run Dunlop 'R' tyres (with exception to 944 challenge vehicles).

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APPENDIX 1

Porsche 996 GT3 Cup Car MY1999 to MY2001 Technical Regulations

B1.0 ELIGIBLE CARS

GT3 Cup Cars up to model year 1999 to 2001.

2002 cars must upgrade to 2003 specification.

B2.0 WEIGHT

The racing weight for the GT3 Cup Car is 1260kg including driver.

B3.0 POWER

(i) The power output of the car is free subject to the requirements of section 6.3 T.15 of this and limited freedoms provided in this Appendix.

(ii) Provision for sealing the engine and gearbox must be provided in accordance with the diagram for sealing procedures.

(iii) All cars will be subject to examination at any time by the Technical Commissioner.

(iv) The Technical Commissioner reserves the right to perform random dynamometer testing on any car.

B4.0 PERMITTED MODIFICATIONS

B4.1 **Springs:** Springs and spring ratings are free.

B4.2 **Shock absorbers:** Shock absorbers are free, but the mounting points must remain original.

B4.3 **Brake pads:** Brake pad material is free but the swept area and backing plate must be identically similar as supplied by the manufacturer.

B4.4 **Bumpers:** 0riginal Porsche 996 GT3 alloy inner bumper may be refitted.

APPENDIX 2

Porsche 996 GT3 Cup Car MY2002 to MY2005 Technical Regulations

1. PERMITTED MODIFICATIONS

1.1 Any modification, deviation or preparative measures, other than those modifications and deviations from standard explicitly listed in these Technical Regulations, is prohibited.

1.2 Permitted modifications must not lead to resultant prohibited modifications.

Work which relates to normal adjustment and service of the car or to the exchange of parts which have become no longer serviceable due to wear and tear or due to an accident is the only permitted work. These components must be replaced with Recognised Complying Replacement Parts, which shall have a complying part number.

2. SAFETY ACCESSORIES

All safety regulations in the current CAMS Manual of Motor Sport must be strictly adhered to. Beyond these, the following applies:

2.1 **Safety cage:** The safety cage as welded into the car is mandatory and must not be modified.

2.2 **Fire extinguisher**: A 4kg fire extinguisher, which complies with FIA International Sporting Code Art. 253 is fitted as standard. The fitting position stipulated by the manufacturer must not be changed.

2.3 **Tow hooks:** The soft tow straps and mounting brackets as supplied by Porsche Cars Australia must be correctly fitted to the car and marked at all times whilst the car is on a race track.

2.4 **Windscreens:** All cars are fitted with laminated glass windscreens. It is not permitted to fit after-market windscreen heater strips. It is permitted to fit an optional heated windscreen, part number 99654111106HR. A wiring harness kit, if required, with part number CCAPCAO4HWWK, is the only permitted wiring harness.

2.5 **Safety belts:** A 'five-point' FIA-homologated safety belt from the Schroth company suitable for use with a 'HANS' device is compulsory.

3. SUSPENSION

3.1 The suspension may be adjusted within the existing tolerances. All original parts must be retained. The maximum permissible thickness of shims on the control arms are:

- Front axle: 20 mm
- Rear axle: 5 mm

3.2 The diagonal link mounting points on the front control arms must be retained at the factory position (shortest wheel base). (Middle position is not permitted).

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4. DAMPERS/SPRINGS

4.1 Sachs suspension dampers with the following part numbers are the only permissible suspension dampers:

Front:	99634304196
Rear left:	99633305196
Rear right:	99633305296

Altering the dynamics of the dampers outside of the provided bump/rebound adjustment range is prohibited.

4.2 Springs shall be H&R branded, with the following specifications:

Front main:	100-240
Front tender:	75–60-43
Rear main:	130-260
Rear tender:	60-60-50

4.3 The TC may, only at the conclusion of a meeting, request the removal of the dampers and springs from any car for the purposes of testing and/or eligibility checking. In this instance, AGTSG will provide replacement dampers and/or springs to be installed into the car. The TC may cause the dampers and springs to be taken to another location for further testing.

5. GROUND CLEARANCE

1.1 The ride height of the ready-to-drive car (including driver on board, slick-tyres with 22 PSI) may not, at the pre-determined measurement positions, go below the minimum ride height at any time during the meeting. During the whole of the meeting, the minimum ride height of the front axle is 85 mm and the rear axle 105 mm. The measurement points are as below and are depicted in Appendix 5:

1.2 **Front axle:** lower inner ball joint mounting bolt head, vertically measured to the ground.

1.3 **Rear axle:** the machined area on the rear axle sub-frame vertically measured to the ground.

1.4 It is forbidden to adjust the ride height of the car during a qualifying session of a meeting. Any competitor or team member found adjusting the ride height of the car during a qualifying session of a meeting will automatically have the times for the entire session excluded.

1.5 Any car that records a height less than the stipulated minimum, will incur a penalty. The penalty for the first breach will be exclusion from the results of that session. The penalty for any subsequent breach of the minimum height will be exclusion from the event.

6. ANTI-ROLL BARS

6.1 Competitors are permitted to disconnect the anti-roll bars, on condition that no components are removed. The anti-roll bars may be adjusted using the range of adjustment holes only.

7. WHEELS

7.1 Only wheels as per the car's Recognition Document are allowed. Competitors are required to have a minimum of two (2) full sets of wheels. AGTSG strongly recommends three (3) full sets as a minimum.

8. BRAKE PADS

8.1 The Ferodo DS3000 Endurance brake pads are compulsory for practice, qualifying and racing.

9. COCKPIT

9.1 **Steering wheel:** The choice of steering wheel is left to personal preference. Steering wheels, which differ from the original, will be inspected during the technical inspections. Steering wheels must comply with relevant motor sport specifications – refer Schedule A, item 12 in "General Requirements for Cars and Drivers".

9.2 **Hub extensions:** Only Porsche-approved steering wheel removal systems are permissible. The standard scope of longitudinal adjustment may be utilised.

9.3. Seat:

9.3.1 The driver's seat may be replaced by another of a type homologated by the FIA to the 8855/99 standard and which incorporates a head restraint and has no mechanical adjustment of the rake of the squab.

Note: The validity of these seats expires five (5) years from the date of manufacture shown on the seat. An additional two (2) year waiver may be granted by the seat manufacturer provided the seat is returned to the manufacturer for inspection.

9.3.2 The original mounting (track) must be retained, unless specifically approved otherwise by the CTM, in consultation with the TC.

9.3.3 If application is made by a competitor to the CTM to have alternative seat mounting considered for approval, an 'Engineer's Report' compiled by a suitably qualified engineer, certifying the alternative mounting system, must accompany such application. The floor of the car must not be modified in any way and the original mounting holes must be used.

9.3.4 Customising the seat by adding or removing cushion material is permitted.

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9.4 Ventilation:

9.4.1 All cars must fit the MY2004 rear quarter windows as supplied by Porsche Cars Australia. Part numbers are as follows:

Left:	99654311190
Right:	99654311290

9.5 Window nets:

9.5.1 All cars are required to have fitted a driver's side window net, and where any car is used to carry a passenger while on the race track, the car must also be fitted with a passenger's side window net. All window nets must comply with Schedule I (refer "General Requirements for Cars and Drivers") and the following minimum specifications:

9.5.1.1 they must be permanently attached to the car along the lower edge of the net;

9.5.1.2 they must be fitted to the relevant safety cage structure above the relevant window;

9.5.1.3 they must be affixed by means of a rapid release system so that, even with the car inverted, it must be possible to detach the mechanism with one hand;

9.5.1.4 for the purposes of this rule, the rapid-release system handle or lever must be "reflective" yellow;

9.5.1.5 the rapid-release system may utilise a push-button release provided that:

(i) it respects the requirements of this Rule; and

(ii) the push button must be visible from the outside, be of a contrasting colour and be marked "press".

9.5.2. Teams must be aware if rescue officials are in any doubt as to the operation of the release of the safety net, the net will be cut to extract any occupants.

Note: *Revolution Racegear manufacture a window net specifically to suit GT3 Cup Cars with the following part numbers: window net number 3100076000, installation kit number 3100077650.*

9.6 Cool suit-associated components:

9.6.1 It is permitted to fit a cool suit system to the car. However, the system and plumbing (except for the driver's vest) must be removed from the car, prior to the car's weight being checked at any meeting.

9.6.2 The mounting of cool suit associated component hardware is to be located wholly within the cockpit. The cool suit cooler unit must only be mounted to the passenger side floor using original seat mount holes. It is permitted to fabricate a mounting plate to facilitate the use of the original mounting holes and the original cooler unit mounted bracket. The original cooler unit mounting brackets must be used.

9.7 Drink bottles:

9.7.1 Drink bottles may be fitted for the driver's comfort. Bottles and associated plumbing is to be located wholly within the cockpit and must not exceed two (2) litres in capacity. Only one (1) drink bottle is permitted per car. Drink bottles must only be of proprietary manufacture and securely mounted behind the driver's seat.

9.8 In-car camera:

9.8.1 No in-car cameras are permitted, other than those fitted by personnel authorised by the AVE or those required by AGTSG and approved by the Chief Scrutineer.

10. CAR WEIGHT

10.1 The racing weight must be a minimum of 1,260kg including driver. Weight may be checked after each official qualifying session and after each Championship race on the scales provided by AGTSG at each venue. The weight recorded at these scales will be a judgement of fact.

10.2 Any car that records a weight less than the stipulated minimum, will incur a penalty. The penalty for the first breach will be exclusion from the results of that session. The penalty for any subsequent breach of the minimum weight will be exclusion from the event.

10.3 **Ballast location:** Ballast shall only be fitted to the floor of the cockpit immediately behind the driver's seat. Provision shall be made for the ballast to be sealed by the TC.

11. REAR SPOILER

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

12. ENGINE

12.1 A 3.6 litre engine, based on the 911 GT3 is fitted – refer to Appendix 1. The engine set-up is based on unleaded fuel of 98 Research Octane Number.

12.2 It is permitted to fit a cold air box as supplied by Porsche Cars Australia (part number CABPCA03) or as supplied standard on MY2004.

12.3 Only the standard air cleaner as supplied on MY2003 or MY2005 may be used. Replacement elements are available from Porsche Cars Australia.

13. FUEL

13.1 Refer AGTSG technical reg. 4.16.

14. GEAR BOX

14.1 Only the gearbox ratios specified for the 2003 model CupCar may be used. It is permitted to fit remanufactured dog rings provided they comply with the identifying mark stamped in at the point of

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manufacture prior to the hardening process. It is also permitted to use genuine dog rings.

14.2 Lockwiring of rollpin for gearshift forks is permissible and the standard 1mm stainless steel lockwire is recommended with no more than two strands through the roll pin. Further modifications are not permissible; ie, drilling of bolts or forks for lockwiring.

15. ENGINE AND GEARBOX REPAIRS

15.1 All cars must have seals fitted as per Art. 18 – Seals; these seals may only be removed after Art. 16 has been complied with.

15.2 All engine or gearbox repairs must be inspected and resealed by a Porsche Master Technician.

16. DUTY OF NOTIFICATION

16.1 It is duty of the competitor to notify AGTSG, in writing, of any required repairs to engine or gearbox, twenty-one (21) days (event timing permitting) prior to the next meeting.

16.2 No work should be undertaken unless written confirmation has been received from the CTM for such work to commence. The CTM reserves the right to inspect any car prior to this authority being granted.

17. DISOBEYING THE DUTY OF NOTIFICATION

17.1 Any breach of the requirement for notification shall be referred to the Stewards.

18. SEALS

18.1 AGTSG will supply and fit engine and gearbox seals to all cars determined to be eligible to compete. These seals will be fitted to the camshaft housing covers on the right and left sides of the engine and to the gearbox housing

18.2 Any car found not to have the correct seals fitted or it is determined the seal has been tampered with, may be ineligible to compete.

18.3 Any car found not to have seals fitted (save that written advice has been forwarded to AGTSG and the TC and/or CTM has given written permission for the seals to be removed) may be ineligible to compete.

18.4 At all times, the TC will be the judge of fact in respect of the car's seals and has the sole discretion over the eligibility of any competitor's car.

18.5 Breaking of the AGTSG seals is not permitted (except if written advice has been forwarded to AGTSG and the TC and/or CTM has given written permission for the seals to be removed).

Note: Be aware that this sealing system that is tamper-proof. Each seal has its own unique bar code embedded in a ceramic disc. The seals may be scanned at every meeting. Tampering with or trying to remove the seal will result in the ceramic disc fracturing, damaging the ability of the bar code to be scanned.

18.6 Confirmation in writing from C.T.M that the seal can be removed and repair commenced.

18.7 Advice from the competitor where and when the inspection and resealing will be required.

18.8 CTM to co-ordinate with one of the Accredited Technical Inspectors (ATIs) and the competitor, the appointed time and place of the inspection. CTM will supply the ATI at that time with the required seals.

18.9 The ATI inspects and confirms the correct components have been used in the repair, completes the CCA seal replacement confirmation documentation and affixes the new seals as required.

18.10 The ATI countersigns and dates the seal replacement confirmation documents.

18.11 The ATI submits the completed documentation to CCA-CTM. All costs relating to any resealing and inspection will be the responsibility of the competitor. These costs would reasonably include, a commercial hourly rate for both travel to and from the competitors repairer and for the time spent by the ATI at that repairer, as well as any additional expenses incurred by the ATI (ie, road tolls).

18.12 Accredited Technical Inspectors (ATI):

Victoria: located at Porsche Centre Melbourne Tel: (03) 9473 0912 Mr Karl Batson Mr Brian Hammond	**NSW:** located at Porsche Centre Willoughby Tel: (02) 9958 0900 Mr Ralph Ali	**Qld:** located at Austral Motors Tel: (07) 3248 9411 Mr David Marshal

18.13 Technical inspection & sealing procedure

a. Gearbox:

1st Inspection

After assembly of 1st, 2nd, 3rd and 4th gears and prior to the installation of the intermediate housing.

Seals fitted to the intermediate gearbox housing.

2nd Inspection

After the assembly of 5th and 6th gears and prior to the installation of the rear housing.

b. Engine:

1st Inspection

Prior to the installation of the crankshaft.

2nd Inspection

After the installation of the crankshaft and con rods and during the assembly of the crankcase.

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c. **Seals fitted to crankcase:**

3rd Inspection

Prior to and during the assembly cylinder and piston assemblies.

Indestructible-type Carrera Cup paper seals may be fitted at this step sealing cylinder assemblies to crankcase.

4th Inspection

Prior to and during the assembly cylinder head assemblies.

5th Inspection

Prior to and during the assembly camshaft housing assemblies including the installation of camshafts.

6th Inspection

Prior to and during the installation of the camshaft covers.

Camshaft timing to be carried out by ATI using only approved camshaft timing tools supplied by CTM.

d. **Seals fitted to the left and right camshaft covers.**

19. TELEMETRY, DATA RECORDING SYSTEMS AND LAP TRIGGERS

19.1 **Telemetry:** The use of telemetry is prohibited.

19.2 **Data recording systems:**

19.2.1 The use of data acquisition systems is prohibited. The only exception is each competitor has the option of using the Data Logger Kit Porsche Carrera Cup System 03 (part number 18502) – this data recording system is the only approved system. This system must be installed as per the installation instructions provided with the system.

19.2.2 At any time during a meeting, the TC and/or CTM and/or the Stewards of the Meeting have the right to request and receive from a competitor recorded data. This data may be analysed and provided to the Stewards of the Meeting for use as evidence in inquiries.

19.3 **Verification - ECU data monitors:**

19.3.1 At any time the TC may fit a data monitor to a competing car. ECU data monitors are supplied by Porsche Cars Australia and the wiring harness is fitted standard to complying cars.

19.3.2 Each competitor is responsible for ensuring that the wiring and sensors that provide input signals to the ECU data monitor are adequately maintained and remain working at all times.

19.3.3 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 will be assessed by Porsche Cars Australia.

19.3.4 The TC will make all decisions in relation to all determinations regarding the installation and operation of the ECU data monitor and any interpretation arising therefrom.

19.3.5 ECU data logging by competitors and/or drivers is prohibited.

19.4 **Lap triggers:**

19.4.1 The use of lap triggers, which are activated from the pits is permitted. Lap triggers must be free standing and have their own power supply. It is not permitted to sit lap triggers on the pit wall.

20. RADIO COMMUNICATION

20.1 Two-way radio communication is compulsory between driver and pit crew. All relevant licensing and permits are the responsibility of the individual competitor. If radio frequencies conflict with AGTSG, host circuit or emergency frequencies, competitors will be compelled to change their frequency.

20.2 It is also compulsory for each team manager to monitor the race control frequency and advise their drivers and/or pit crew of any instructions given over this frequency.

20.3 It is the responsibility of the competitor to provide AGTSG with a photocopy of their current radio licence and any change to that licence from time to time. It is forbidden to use unlicensed radio communication.

21. TYRES

21.1 Refer AGTSG technical regulation 4.13.

22. DRIVER SEEDING

22.1 All seeded drivers who are on the seeded driver list are subject to AGTSG technical regulation 4.3.

23. BUMPERS

23.1 Original Porsche 996 GT3 alloy inner bumpers may be refitted. Part numbers:

Front	99650501105
Rear	99650502104

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APPENDIX 3

Technical Specifications for 911 Twin Turbo Air-Cooled Engine

A standard Porsche twin-turbo engine (non-turbo S) may be fitted in a 993 twin turbo body shell or a GT2/ GT2 Evo body shell. All modifications are strictly forbidden unless specifically authorised below.

C1.0 ENGINE

The engine must comply with the Technical Recognition Document for the 911 turbo engine supplied by Porsche Cars Australia.

C2.0 ENGINE MANAGEMENT SYSTEM

The original Motronic ECU as fitted to standard 993 twin-turbo model cars intended for street use (excluding Turbo S and GT2 models) is the only ECU permitted and must be maintained in its entirety.

C3.0 PERMITTED MODIFICATIONS

(i) **Intake system:** The entire intake system, with the exception of the air cleaner shall be as supplied by the manufacturer. The inlet air pipes may be replaced with a two piece section of the same internal diameter as the original pipe to facilitate the inspection of the inlet air restrictor.

(ii) **Exhaust system:** The standard exhaust header system and turbo chargers must be retained in their entirety; save that freedom is granted of the original mufflers and catalytic converters. The inside diameter of the subsequent replacement must not exceed the internal diameter of the original system and the exhaust must terminate at the original exits as provided by the manufacturer. Any modification to the rear bumper bar is not permitted.

(iii) **Body shell:** When using a car that was originally fitted with four-wheel drive the front differential and torque tube may be removed in its entirety. The front drive shafts must be removed.

Appendix 3 Part 2

Permitted modifications for 911 Twin Turbo Vehicles Competing in Open Class

C2.0 ENGINE

The engine must maintain the original fuel injection system. The engine must retain an original crankcase.

C2.1 Engine management system: A Motronic ECU of the series used by the manufacturer for the model represented must be used. The Motronic ECU programme is free but, once programmed, the case must be sealed. If the seal is broken then a new dyno test sheet must be provided and the case resealed.

C2.2 Turbochargers: Turbochargers may be increased in size up to the equal of the KKK K24 as fitted by the factory to some models.

C2.3 Exhaust: The exhaust system is free save that catalytic converters must be used.

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CARRERA CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: 996 GT3 Cup

Model Name: 2003/2005 CUP

Date of Issue of this Document: 1 August 2002 (revised 30 October 2003)

SECTION 1: CHASSIS

1.1 CHASSIS FRAME		
Description:	Monocoque integrated chassis and body	
Manufacturer:	Porsche	
Material:	Steel	
1.2 FRONT SUSPENSION		
Description:	MacPherson strut	
Spring medium:	Coil	
Damper type:	Sachs - oil/gas	Adjustable: yes
Anti-sway bar:	Steel	Adjustable: yes
Suspension adjustable:	Via spring seat height	Method: thread
1.3 REAR SUSPENSION		
Description:	Multi-link	
Spring medium:	Coil	
Damper type:	Sachs - oil/gas	Adjustable: yes
Anti-sway bar:	Steel	Adjustable: yes
Suspension adjustable:	Via spring seat height	Method: thread
1.4 STEERING		
Type:	rack and pinion	Make: Porsche
1.5 BRAKES	**Front**	**Rear**
Type:	Disk	Disk
Dimensions:	350 x 33	330 x 28
Material of disc:	Steel	Steel
No. pistons per calliper:	6 – 38/32/28	4 – 28/30
Actuation:	Hydraulic	Hydraulic
Calliper:	Porsche	
Adjustable bias:	No	
Brake booster fitted:	Yes	
Comments: ABS fitted as standard		

SECTION 2: ENGINE

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.77	
No. cylinders:	Six	Configuration: flat
Cylinder block-material:	Aluminium	Four stroke: yes
Bore - original:	100 mm	Max. allowed: 100mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	
2.2 CYLINDER HEAD		
Make:	Porsche	
No. of valves/ cylinder :	Inlet: 2	Exhaust: 2
No. of ports total:	Inlet: 6	Exhaust: 6
No. of camshafts:	4	Drive: chain
Valve actuation:	Bucket with hydraulic lifters	
Spark plugs/ cylinder:	1	
2.3 LUBRICATION		
Method:	Dry sump	
Oil tank location:	Front of engine	
Dry sump pump type:	Gear	
Location:	Crankcase & cylinder heads	
Oil cooler standard:	Yes	
Location:	Engine	
2.4 IGNITION		
Type:	Coil on plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection system:	Model: MS3.1	No: 996 618 608 92
Make:	Porsche	Type: Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

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SECTION 3: TRANSMISSION

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 51 or 996 116 027 75
No. of plates:	Type: 4 Puck	996 116 013 91
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear-wheel drive
Make:	Porsche	
Model:	G96/91	
No. forward speeds:	6	
1 – 41/13 3.2:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 34/26 1.24:1	5 – 35/32 1.09:1	6 – 31/34 1.10:1
3.3 FINAL DRIVE		
Diff. make: Porsche	Lock ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	4.00/1	996 302 911 80
Comments:	Oil cooler and pump fitted as standard	
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS		
Wheel type: Original:	BBS	Material: Original: Aluminium
Allowed:	BBS	Allowed: Aluminium
Fixture method:	Centre Lock	
	Front	**Rear**
Wheel Rim:	996 362 136 97	996 362 140 97
Original:	9 x 18 – 46mm offset	11 x 18 – 59mm offset
Allowed:	9 x 18 – 46mm offset	11 x 18 – 59mm offset
3.6 TYRES	**Front**	**Rear**
MICHELIN		
Slick:	24/64/18 282D	27/68/18 284D
Wets:	24/64/18 282P	27/68/18 284P

SECTION 4: GENERAL

4.1 FUEL SYSTEM		
Tank location:	Front	Capacity: 89 litres
Fuel pump, type and location:	Electric internal	Make: Porsche
4.2 ELECTRICAL SYSTEM		
Voltage:	12 volts negative ground	
Alternator fitted:	yes	
Battery location:	front plenum chamber	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515mm +/- 0.1%	Rear: 1,578mm +/- 0.1%
Wheelbase:	2,357mm +/- 0.1%	
Racing weight:	1,260kg (minimum)	
4.5 PERMITTED MODIFICATIONS		
No modifications or deviations from the standard specification of the car are permitted.		

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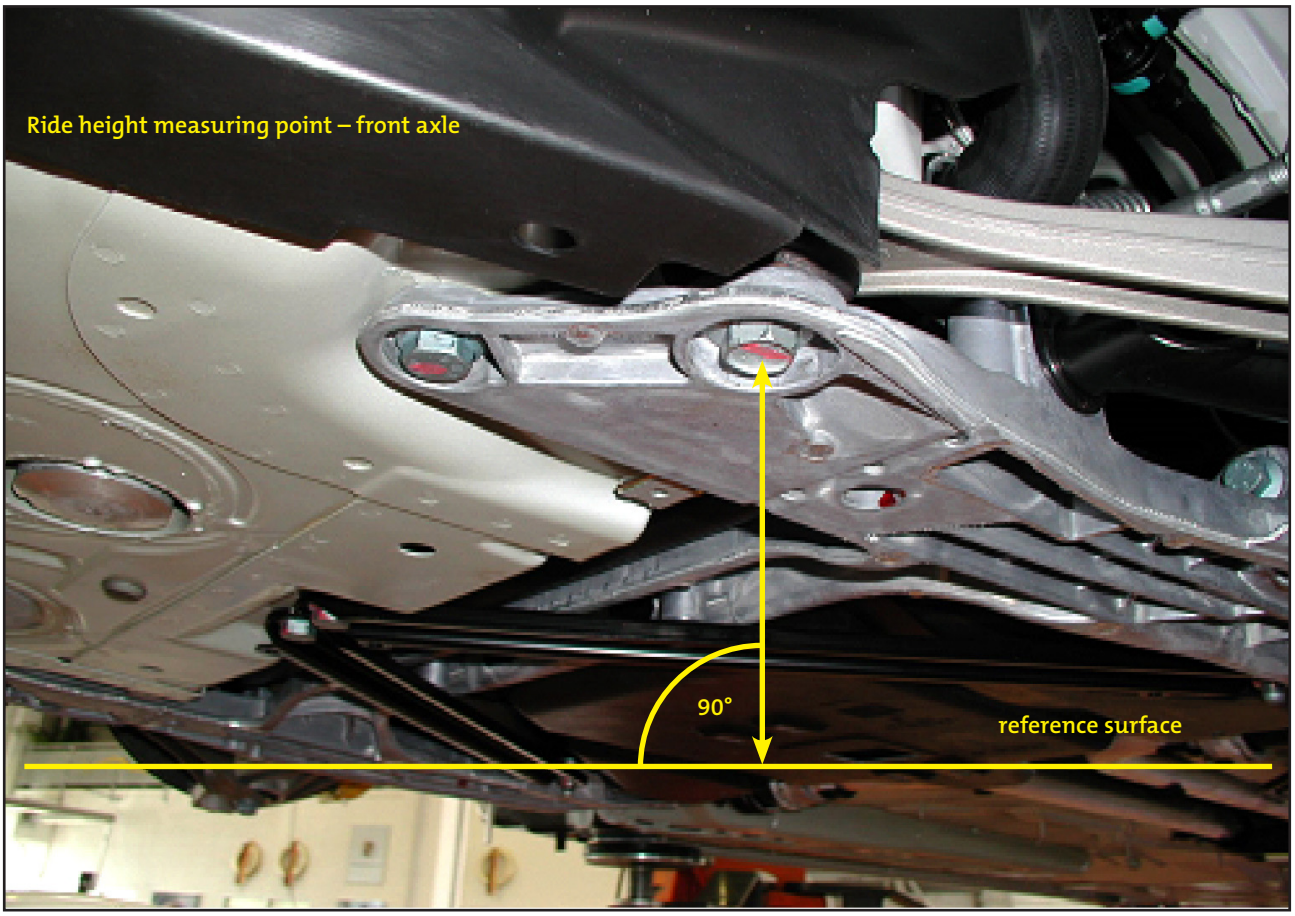
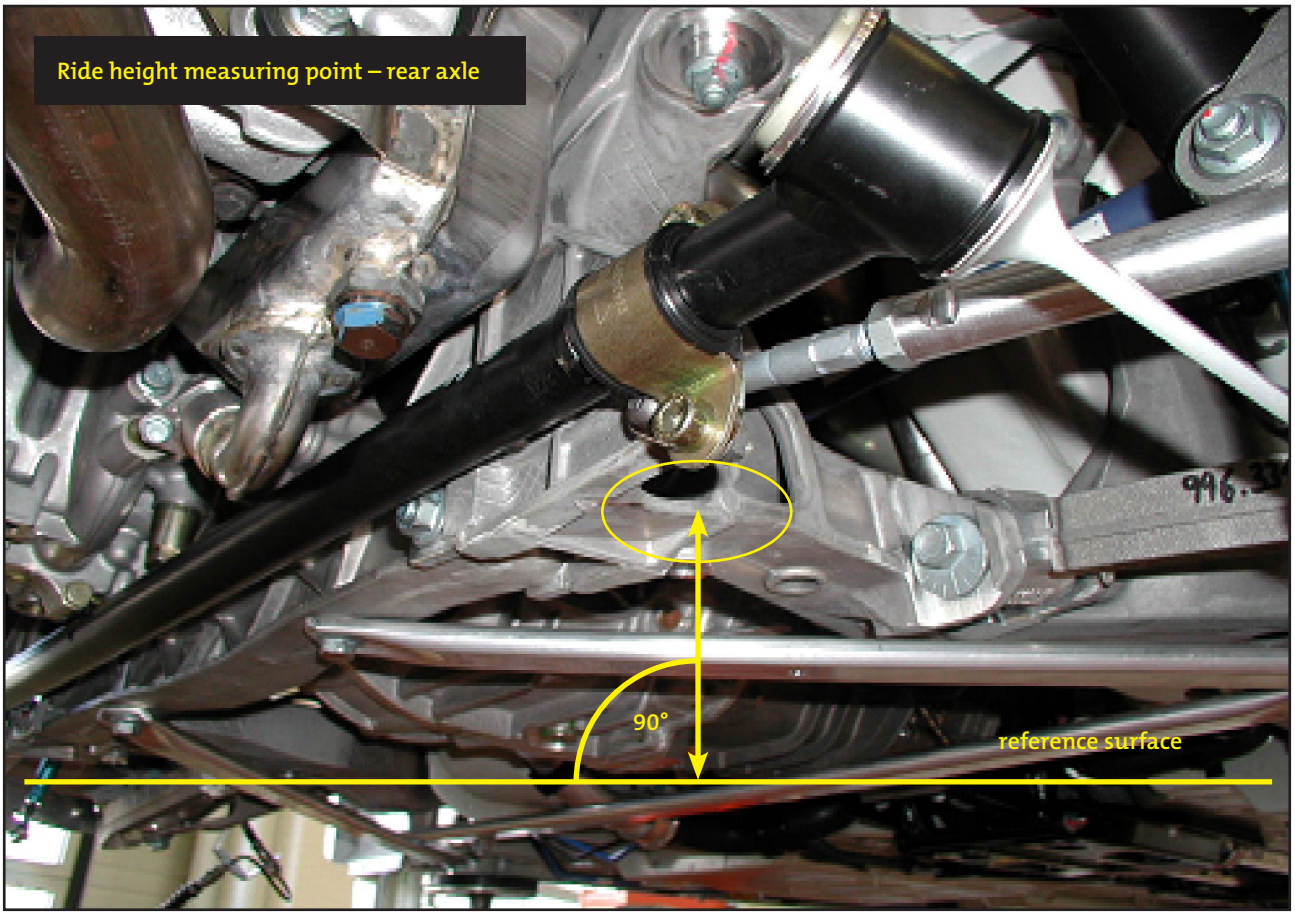
APPENDIX 5

Ride Height / Ground Clearance





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