



2017 CAMS Porsche Carrera Cup Australia Series



Version 1

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Sporting and Technical Regulations

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2017 CAMS Porsche Carrera Cup Australia Series

Sporting Regulations

S1. TITLE and JURISDICTION

S1.1. Title

This Series shall only be known as and referred to as the 2017 Porsche Carrera Cup Australia.

S1.2. Authority / Jurisdiction

- (a) Each event in the 2017 CAMS Porsche Carrera Cup 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 at each round; Bulletins issued by the Stewards and any Driver Briefing Notes and instructions issued by the Race Director or the Clerk of the Course at an event.
- (b) This Series has been sanctioned by CAMS as a National 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)

Kurt Sakzewski
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) Race Director (RD) James Taylor
 - (ii) Technical Commissioner (TC) Stephen Robertson
 - (iii) Investigating and Prosecuting Officer (IPO) James Taylor
 - (iv) Driving Standards Advisor (DSA) Steven Johnson
 - (v) Category Administrator Kurt Sakzewski

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

Each automobile must comply with the provisions of 2017 CAMS Porsche Carrera Cup Australia Series Technical Regulations to be eligible to compete in the Series. Each automobile must be registered with the CM and must be the subject of a current Race Vehicle Authorisation Certificate (RVAC) issued by PCA.

S4.1. 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 Championship, a Driver must be a minimum of 17 years of age and hold a current CAMS National Circuit Licence (NC) or higher.

S5.1. Driver Classification/Status

- (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) Professional
 - (ii) Elite
- (b) Each driver shall be advised in writing by the CM of their classification. A driver's classification may be changed at any time as determined and advised by the CM.

S5.2. Substitute Driver

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. Guest Driver

- (a) A Guest Driver is a driver 17 years or older with a valid competition licence who is entered for the event.
- (b) The CM may allow each Guest Driver to participate in the relevant events, providing that the said driver satisfies each condition pertaining to the rules of participation for the respective round.
- (c) Each Guest Driver is not eligible to earn points towards Series classification.
- (d) Each driver registered in the Series shall be given priority with regard to their entitlement to race.

S6. SERIES ROUNDS / REGISTRATION

- (a) The Series shall be conducted over eight (8) Rounds as detailed in the Series Calendar below. Each race conducted as a part of the Series shall count in determining the final results.
- (b) 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	Circuit	Round Format
1	02– 05 March	Adelaide Parklands	1
2	23 – 26 March	Albert Park	1
3	26 – 28 May	Phillip Island	2*
4	16 – 18 June	Hidden Valley	1
5	21 – 23 July	Sepang	1**
6	15 – 17 September	Sandown	1
7	05 – 08 October	Mount Panorama	1
8	20 – 22 October	Surfers Paradise	1

* Denotes two (2) driver event. Further details shall be specified in the Event Supplementary Regulations.

** Denotes Porsche Carrera Cup Asia Joint Round

S8. ROUND FORMAT

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.

Generally, the format for each round of the Series shall be as follows:

S8.1. Round Format 1 (One Driver)

- (a) Practice - Two (2), 20 minute (minimum) practice sessions (normally Friday).
- (b) Qualifying - One (1), 20 minute (minimum) qualifying session (normally Saturday).
- (c) Races - A minimum of seventy (70) minutes of race time shall be scheduled at each Round of the Series as detailed in the relevant Supplementary Regulations.

S8.2. Round Format 2 (Two Drivers)

- (a) Practice – Three (3), 20 minute (minimum) practice sessions, one (1) for Driver 1, one (1) for Driver 2. Both Drivers are permitted to participate in Practice 3
- (b) Qualifying – Two (2), 15 minute qualifying sessions, one (1) for Driver 1, one (1) for Driver 2

- (c) Races – Two (2), 60 minute races each expressed as a number of laps with a time certain finish allowance of 70 minutes.
- (d) Warm up – One (1), 10 minute warm up session, generally on the morning of the second race.
- (e) Starting Driver: Any Driver who starts Race 1 is not permitted to start Race 2. Each Competitor must nominate the Driver to start Race 1 thirty (30) minutes prior to the start of Race 1.

S8.3. 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

S9.1. Grid Determination

- (a) Round Format 1. The grid for each race shall be determined as detailed in the RMSR – Progressive Grid.
- (b) Round Format 2. The grid for each race shall be determined as detailed in the RMSR – Progressive Grid except that the total of the fastest qualifying lap time for each driver in each individual automobile shall be used to determine the grid for Race 1.

S9.2. Driver Qualification

Any driver whose best lap time achieved in a qualifying session exceeds 109% of the fastest lap time achieved in the relevant session shall not be permitted to further compete at that round of the Series unless approved otherwise by the Stewards due to exceptional circumstances.

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

- (a) Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.
- (b) The winner of the Series must be present at the annual CAMS Motor Sport Awards Prize Giving Ceremony. Failure to attend the ceremony by the winner shall be deemed an infringement of these regulations unless prior agreement has been given by CAMS and may result in the loss of points and/or awards.

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:

Finish Position	Points		Finish Position	Points		Finish Position	Points	
	Rounds with 3 Races	Rounds with 2 Races		Rounds with 3 Races	Rounds with 2 Races		Rounds with 3 Races	Rounds with 2 Races
1 st	60	90	10 th	20	30	19 th	7	10.5
2 nd	54	81	11 th	18	27	20 th	6	9
3 rd	48	72	12 th	16	24	21 st	5	7.5
4 th	42	63	13 th	14	21	22 nd	4	6
5 th	36	54	14 th	12	18	23 rd	3	4.5
6 th	32	48	15 th	11	16.5	24 th	2	3
7 th	29	43.5	16 th	10	15	25 th	1	1.5
8 th	26	39	17 th	9	13.5			
9 th	23	34.5	18 th	8	12			

- (b) Points shall only be awarded to the drivers classified as finishers in the final results of each race.
- (c) The results for each 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.
- (d) The driver gaining the highest points total over the total number of rounds shall be declared the Winner of the 2017 CAMS Porsche Carrera Cup Australia Series.
- (e) In the event of a tie at the end of the Series, 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 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.
- (f) For Elite Class awards, each Driver in the Elite Class who is classified as a finisher shall receive points in accordance with the above Pointscore table relative to each other driver in their class.
- (g) The Driver who accumulates the greatest number of points at any seven (7) rounds during the year in Elite Class shall be the winner of Elite Class.

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) 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).
- (b) The location of Parc Ferme for each round shall be confirmed in the event supplementary regulations or the Team Notes provided by the CM prior to the event.
- (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 TC 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 TC 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 TC.
- (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 automobiles proceed onto the track for the first practice session at Round 1 of the Series shall be determined by the previous year's Series final outright point score followed by any new drivers to the Series in the automobile's competition number order.
- (b) The order in which automobiles proceed onto the track for the first practice session from Round 2 of the Series onwards shall be determined by the Series point score order at the conclusion of the previous Round.
- (c) The order in which automobiles proceed 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.
- (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 automobiles proceed 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 TC. 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 Organiser.
- (b) Pit Crew members are not permitted to work on competing automobiles in the "fast lane" at any time, including whilst automobiles are 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 TC.

S12.9. Radio Communication to/from Automobile

Two way radio communications 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. 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 automobiles have returned to their allocated pit/paddock bay at the conclusion of any practice session, qualifying session or race.
- (b) All relevant messages received on the RMC must be relayed to the driver.
- (c) 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 each 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:

	Dry Weather tyres	Wet Weather tyres
Front	Michelin slick tyre – 27/65-18 Porsche Cup N2#	Michelin wet tyre – 27/65-18 P2G
Rear	Michelin slick tyre – 31/71-18 Porsche Cup N2	Michelin wet tyre – 31/71-18 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 is allocated to a specific automobile (identified by its chassis/VIN#) 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 TC.
 - (iii) Other than as provided in this rule, teams must not remove tyre “build up” from any control tyre during a Round by any means other than by driving.
 - (iv) The removal of tyre ‘build up’ is permitted between each Round.
- (d) The maximum number of new tyres permitted to be used at each Round is detailed in Table [S13.2](#) below.
- (e) The number of previously nominated tyres is unlimited but may only be used as per Table [S13.3](#) below.
- (f) Only a tyre purchased during the 2017 Series may be used as a “previously nominated” tyre except for the first Round of the Series where any previously used tyre is permitted to be nominated as a “previously nominated” tyre.
- (g) For the first Round of the Series in which an eligible automobile competes and is driven by a PRO Driver, other than at Rounds 1, 3 and 5, 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.
- (h) Each new tyre must only be mounted with the barcode facing outwards unless authorised by the TC. The TC shall only authorise a tyre to be “turned” on the rim if they deem it is otherwise not useable. Any previously nominated tyre is free to be mounted in either direction.
- (i) 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.
- (j) Permission to use any previously nominated, used control tyre shall be given, only in exceptional circumstances at the discretion of the TC. Any replacement tyre approved for use must be marked for use on that automobile at that round of the Series by the TC and that automobile must then start the next race at that round of the Series from the rear of the grid.
- (k) The use of any tyre heating, heat retention devices or chemical treatments is prohibited.
- (l) Wet weather tyres are free in number.

- (m) Each control tyre must only be allocated to an automobile, identified by its chassis/VIN number, and no control tyre may be transferred between automobiles. Should an automobile be transferred or sold, the control tyres 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
	Professional	Elite	All Drivers	All Drivers
1	4	4		8
2		4*		12
3	4	4		12
4		4*		8
5	4	4		12^
6		4*		8
7		4*		8
8		4*		8

* Each automobile with an Elite Class driver is only permitted to nominate and use four (4) new tyres in addition to previously nominated tyres during Practice at a maximum of two (2) of the Rounds from Rounds 2, 4, 6, 7 and 8

^ The twelve (12) new tyres permitted to be used for Qualifying and Races at Round 5 must include the four (4) new tyres nominated and used during Practice.

S13.3. Table Previously nominated tyre usage

Round	Practice	Warm Up	Qualifying and Races
All	Yes	Yes	No

Please note: The TC shall be sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TC 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 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 the re-fuelling, only the following personnel that are participating in the re-fuelling shall be permitted in the garage area surrounding the automobile.
 - (i) A maximum of two (2) refuellers of which one is a fire attendant.
 - (ii) The fire attendant must be in attendance during refuelling/decanting and must be dressed in accordance with the Schedule N Article 2.2.

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 of Motor Sport:
- (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)	Symbol	Car Position
1	1	120 x 557	MICHELIN	Centre / Top front bumper
2	1	70 x 55	PORSCHE crest	Original position front bonnet
3	2	70 x 290	MOBIL 1	Left and Right front bumper
4	2	110 x 110	TAG HEUER crest	Left and Right front bumper
5	2	110 x 110	Coffex logo	Left and Right front bumper
6	2	200 high	Competition Number	Right-side front windscreen / Left-side rear windscreen
7	2	110 x 110	TAG HEUER crest	Left and Right side rear view mirrors
8A	1	30 high	www.carreracup.com.au	A' pillar (Driver's side)
8B	1	30 high	www.porsche.com.au	A' pillar (Non-driver's side)
9	2	80 high	Driver's Surname	Left and Right door window
10	2	45 high letters	Driver Classification	Left and Right rear side window
11	2	60 x 190	adidas	Left and Right rear side panel above sill
12	2	100 high	Competition Number	Left and Right rear side window
13	2	142 x 210	Hytera	Left and Right rear wing end plate
14	1	30 x 260	PORSCHE & GT3 CUP logotype	Original position, centre rear panel
15	1	61 x 275	MOBIL 1	Rear bumper, affixed on delivered number plate

16	2	61 x 361	MICHELIN	Left and Right of rear number plate
17	2	60 x 260	Reserved PCA	Left and Right sill
18	2	60 x 260	Reserved PCA	Left and Right sill
19	2	60 x 260	Reserved PCA	Left and Right sill
20	2	60 x 260	Reserved PCA	Left and Right sill
21	2	60 x 260	Reserved PCA	Left and Right sill
22	2	60 x 260	CAMS	Left and Right sill
23	2	400 x 400	Reserved PCA	Left and Right front bumper
24	2		Reserved PCA	Left and Right headlight
25	2		Reserved PCA	Left and Right daytime running light
26	1	200 high	Reserved PCA	Front top windscreen banner
27	1	160 high	Reserved PCA	Rear top windscreen banner

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.

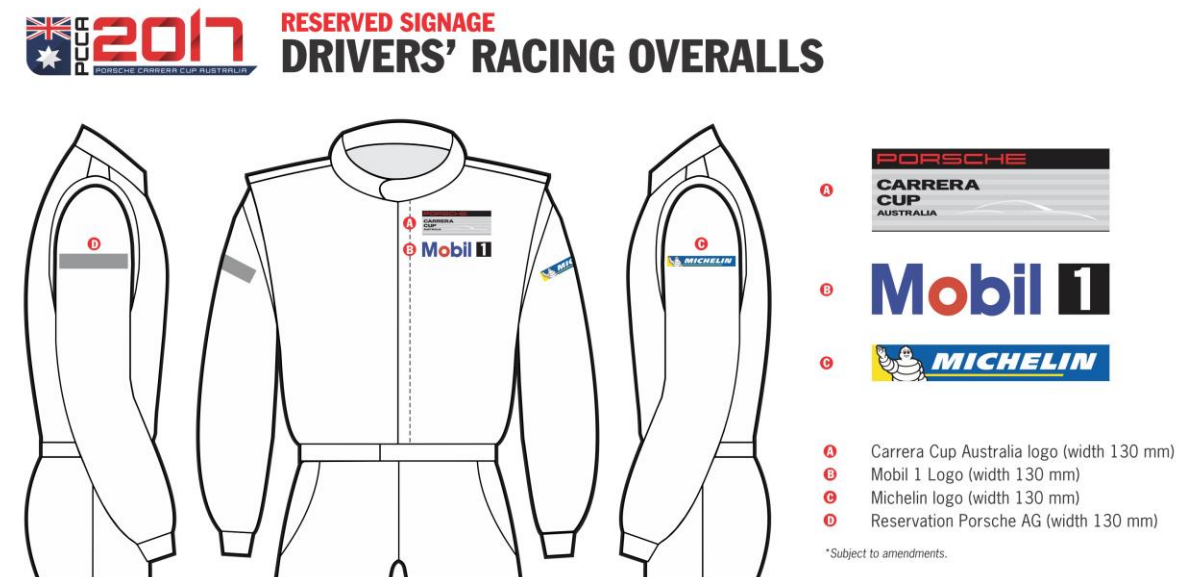
S16. DRIVER APPAREL

S16.1. Standard of Apparel

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

S16.2. Reserved Signage on Racing Overalls

Each Driver is required to have signage as detailed below affixed to their racing overalls.



S17. TESTING

S17.1. 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.

S17.2. Pre testing Procedures

- (a) Before any Team may undertake testing it is their responsibility to:
 - (i) Notify the CM (motorsport@porsche.com.au) in writing no less than five (5) working days before the date of the proposed test.
 - (ii) Obtain permission from the CM to conduct a Test day; which permission shall not be unreasonably withheld.

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 the RD.

S19. IN-CAR CAMERAS

S19.1. Cosworth In-Car System

- (a) Each automobile must be fitted with a Cosworth in-car camera system.
- (b) It is not permitted to fit any additional on-board camera.
- (c) Each Competitor shall be required to ensure that the camera is switched on and functioning in the correct manner prior to the automobile entering the Circuit for each practice, Meeting Ride, qualifying, warm up and racing session at an event.
- (d) Access to the camera must be provided to the CM appointed technicians at any time upon request.
- (e) No person other than the authorised CM appointed technicians shall interfere with the camera, other than to remove and replace the USB storage device.
- (f) When requested, a Team must immediately provide the USB storage device to the DSA or RD upon request.
- (g) A Team is not permitted to remove the USB storage device while the automobile is under Parc Ferme conditions.

S19.2. TV Production Cameras

- (a) 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.

- (b) Teams shall be allocated signage area within view of the TV production in-car camera as per [Appendix 3](#) which must be approved by the CM.

S20. GROUND CLEARANCE

It is forbidden to adjust the ride height of an automobile by altering the static length of the front or rear spring during a qualifying session of an event. Any competitor or team member found adjusting the ride height of the automobile during a qualifying session of an event shall automatically have the lap times for that automobile for the entire session excluded.

S21. TELEMETRY, DATA RECORDING SYSTEMS

- (a) At any time during an event, the TC 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 inquiries and hearings.
- (b) The use of any laptop/computer connected to the automobile is forbidden during any Qualifying session and Race from the time the automobile enters the marshalling area until the automobile is released from Parc Ferme.

S22. COMPULSORY PIT STOPS

- (a) For Round Format 2 there shall be a CPS in each race.
- (b) Each Competitor must comply with the following:
- (i) Each automobile must complete one (1) CPS in each race.
 - (ii) The CPS must include a driver change. The driver exiting the automobile may assist the incoming driver.
 - (iii) Tyre changing and/or repairs to an automobile are permitted during the CPS.
 - (iv) The window for the CPS shall open between the end of the 25th minute and the start of the 35th minute from the start of the race.
 - (v) For a pit-stop to be classified as a valid CPS, the automobile must cross the pit entry speed limit line to commence the CPS after the end of the 25th minute and before start of the 35th minute of the race
 - (vi) The RD may extend the CPS window if the Safety Car has been deployed during the CPS window.
 - (vii) Any automobile not completing the CPS shall incur a pit lane penalty with a three (3) minute stop in its pit bay.
 - (viii) Failure to comply with the CPS and team personnel regulations shall incur a pit lane penalty with a three (3) minute stop in its pit bay for the relevant automobile.

- (ix) When the SC boards are displayed, a CPS cannot be commenced. However, a CPS can be completed if the automobile crossed the pit entry speed limit line prior to the SC boards being displayed.
- (x) Any other pit stop (non CPS) can be carried out when the SC boards are displayed.
- (xi) The driver's safety harness must remain fastened until the automobile comes to a complete stop in its pit bay and re-fastened before leaving the pit bay.
- (xii) Each team must have a dedicated car controller with a pole and disc (with automobile number) to indicate to the driver where to stop in pit lane
- (xiii) A maximum of four (4) people only may work on an automobile during a CPS.
- (xiv) The exiting driver and the car controller are not counted as one of the four (4), but cannot work on the automobile.
- (xv) Each automobile must remain stationary in its pit bay for a minimum of 45 seconds during a CPS. A Judge of Fact shall be appointed to determine when each automobile has completed a CPS.
- (xvi) Refuelling is not permitted during the CPS.
- (xvii) Pit booms are not permitted to be used during any pit stop.

S23. 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.
- (c) The dry to wet procedure shall not apply to any race that includes a Compulsory Pit Stop.

S24. PASSENGER RIDES

Any rides conducted must comply with the CAMS MSPRA Policy.

S25. Porsche Carrera Cup Australia Code Of Conduct

- (a) The Porsche Carrera Cup Australia is a racing series characterised by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the Porsche Carrera Cup Australia (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 Carrera Cup Australia 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 Carrera Cup Australia, 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.

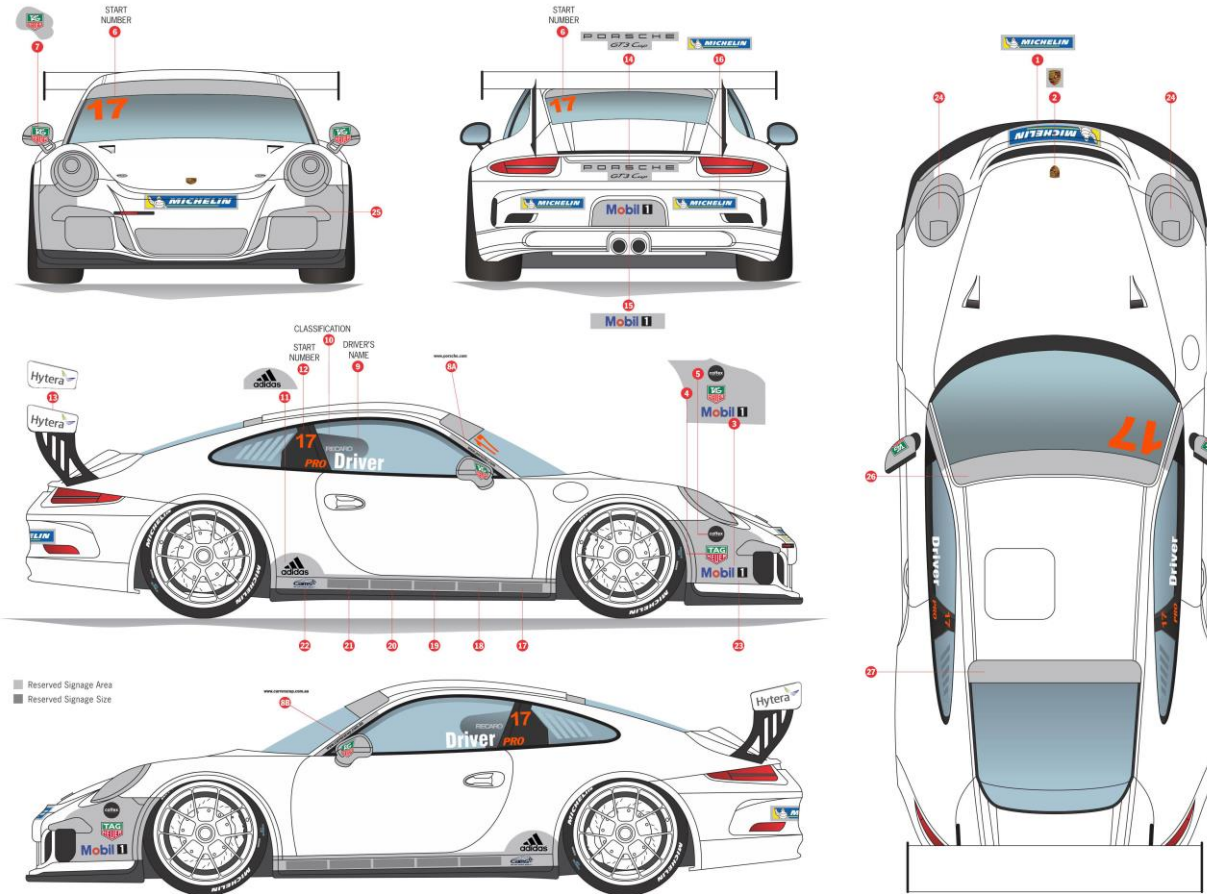
For this reason, all those involved agree to acknowledge the philosophy of the Porsche Carrera Cup Australia and to comply with the rules of conduct of the Series.

- (b) Both on and also adjacent to the race track, all those involved shall:
 - (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 Carrera Cup Australia Series.
- (d) Any decision made by the Stewards in regards to this code of behaviour is not subject to Appeal.
- (e) Continued participation in this Series may not be permitted until any fine imposed is paid in full.

S26. Appendix 1

AUTOMOBILE MARKINGS



S27. Appendix 2

Fuel Container



S28. 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 911 GT3 Cup (991) automobiles purchased new from PCA with a Race Vehicle Authorization Certificate (RVAC) shall be eligible to compete in the 2017 CAMS Porsche Carrera Cup Australia Series (Series). Each automobile must, without exception, comply with these Technical Regulations throughout all official on-track activities:
 - (i) at a Round of the Series; and
 - (ii) At an approved test day (refer [S17.2](#)).
- (b) See automobile specifications at [Appendix 1](#).

T2.2. 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 Commissioner (TC) 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 TC, and subsequently may be presented at any Stewards' Inquiry or Hearing.
- (d) Should the TC fail to receive an adequate comment on the suspected or alleged ineligibility, which the TC alone has sole discretion to consider as adequate or satisfactory, the TC 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 TC, any component, part or automobile may be sealed by the TC 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 all markings and seals on the automobile in accordance with the Sporting Regulations and Schedule K of the CAMS Manual of Motor Sport 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

The safety cage as welded into the automobile is mandatory and must not be modified. The DMSB Safety Cage certificate for the individual automobile must be presented upon demand to the scrutineers.

T4.2. Windscreen

It is not permitted to fit after-market windscreen heater strips. It is permitted to fit an optional heated windscreen, part # 991.541.911.00.HTW and windshield protection tear-offs.

T4.3. Pit Lane Speed Limiter (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.

T4.4. Seat

- (a) The Driver's seat must be as supplied by Porsche and of a type homologated by the FIA 8862-2009 standard.
- (b) The original mounting (track) must be retained.
- (c) Optional individual seat padding systems as supplied by PCA or their nominated representative may be used. Seating inserts must be covered in a flame retardant material to the same padding required in the FIA 8862-2009 Standard.
- (d) The floor of the automobile must not be modified in any way and the original mounting holes must be used.

T4.5. Safety Harness

A minimum '5 point' safety harness meeting the FIA 8853/98 standard which is suitable for use with a head and neck restraint system is compulsory.

T4.6. Cool Suit Associated Components

- (a) It is permitted to fit a cool suit system to the automobile.
- (b) The cool suit system must run independently of the automobile's electrical system.
- (c) The cool suit system may form part of the ballast of the automobile.
- (d) 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 use the designated fixing points on the passenger's seat floor of the cockpit together with the ballast mounting plate supplied by Porsche to facilitate fitment of any cooler unit mounting bracket which was supplied with the cooler unit.

T4.7. Drink Bottle

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

T4.8. In-Car Cameras

Only the Cosworth in-car camera system as determined by the CM is permitted, other than those fitted by personnel authorised by the television network for TV production purposes and approved by the CM. The installation of the camera and associated components must be to the satisfaction of the TC and Chief Scrutineer.

T4.9. Timing Transmitter

The location of the Dorian Data 1 transmitter shall be in the recessed section of the left rear floor pan. Mounted to the plate provided in the area to the right of the rear air jack. See diagram attached at [Appendix 2](#).

T4.10. Fire Extinguisher

The fire extinguishing 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.

T4.11. Side and rear windows

Only the genuine Porsche 911 GT3 Cup (Type 991) side and rear windows, as originally supplied, are permitted. Part numbers are as follows:

Location	MY 14-16
Door Window Left	991.542.511.8B
Door Window Right	991.542.511.8B
Rear Side Window Left	991.543.511.8C
Rear Side Window Right	991.543.512.8C
Rear Window	991.545.111.98A

T4.12. Coachwork

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

T4.13. Ventilation

Ventilation ducts 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 TC.

T4.14. 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/DIFFERENTIAL

- (a) The ramp angles are 52° (drive) and 30° (coast), refer to [Appendix 7](#).
- (b) The minimum locking torque of the differential measured at the wheel nut with a blocked meshing gear is 70Nm.

T6. ENGINE TYPE

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

T7. ENGINE AND TRANSMISSION REPAIRS

T7.1. Duty of Notification

- (a) It is the duty of the Competitor to notify the CM, in writing, of any required repairs to the below listed components by submitting the Request for Repairs Form. (Sample shown in [Appendix 3](#)).

- (b) No work to these components is permitted to be undertaken by a Competitor unless prior written confirmation has been received from the CM. The CM reserves the right to inspect any automobile prior to this authority being granted.
- (c) Any breach of the requirement for notification shall be referred to the Stewards.

T7.2. 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 TC, refer [Appendix 3](#)
 - (i) Crankcase
 - (ii) Crankshaft
 - (iii) Pistons
 - (iv) Cylinder head
 - (v) Camshaft
 - (vi) Gearbox
 - (vii) Differential
- (b) Once the CM and the TC are satisfied that the appropriate procedures for repair have been complied with, the TC shall fit the required seals.
- (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 CM 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 (4 seals), differential housing and gearbox housing (2 seals).
- (b) The ultimate responsibility to ensure all correct seals are fitted prior to any track activity rests solely with the Competitor.
- (c) The Competitor of an automobile found not to have the correct seals fitted or if it is determined the seal has been tampered with, may be referred to the Stewards.
- (d) The Competitor of an automobile found not to have seals fitted (save that written advice has been forwarded to the CM and the CM has given written permission for the seals to be removed) may be referred to the Stewards.
- (e) At all times, the TC shall be a judge of fact in respect of any seals fitted to an automobile.

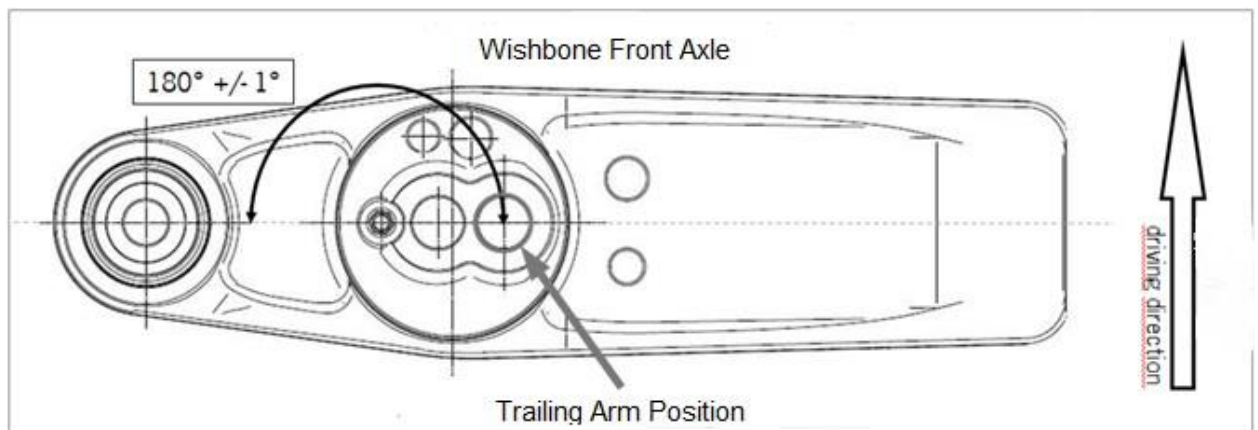
T9. SUSPENSION

T9.1. Suspension

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

	Front Axle	Rear Axle
Type 991 (MY14-16)	18 mm	15mm

- (b) 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.



T9.2. Dampers and Springs

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

	Front	Rear
Type 991 (MY14-16)	991.343.045.8A	991.333.051.8A

- (b) Altering the dynamics of the dampers outside of the provided bump/rebound adjustment range is prohibited.
- (c) Springs shall be H & R brand, with the following specifications;

	Type 991 (MY14-16)	Part Number
Front Main	240/60/120	991 343 531 8C
Front Tender	75/60/42	996 343 537 90
Rear Main	260/60/130	991 333 531 8C
Rear Tender	80/60/60	997 333 537 90

- (d) Springs must be as originally supplied, unless the CM determines these are unsuitable. In this case, and subject to approval from CAMS, the CM shall advise each Competitor of any change to the mandatory springs.

- (e) The TC 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 TC may require the dampers and springs to be taken to another location for further testing.

T9.3. Ground Clearance

- (a) The minimum ground clearance of the ready-to-drive automobile (with the automobile ballasted as per **T12** and slick tyres at 2.0 bar (29 psi) +/- 0.1 bar (1.45 psi) air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during an event.
- (b) For the duration of an Event, the ground clearance of the front axle is to be a minimum of 78mm and the clearance at the rear axle a minimum of 100mm.
- (c) The measuring points are as below and are depicted in

Appendix 4;

- (i) Front Axle: mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface
- (ii) Rear Axle: machined surface on the side section of the rear axle in relation to the reference surface
- (d) The ground clearance may be changed within the existing adjustment range.
- (e) The minimum ground clearance of the ready-to-drive automobile is checked using an appropriate height gauge for the axle to be measured. If the appropriate height gauge can be moved under the measuring points described above, this confirms compliance with the minimum height requirement.
- (f) Compliance shall be as determined by the TC.
- (g) Each automobile that records a height 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 height may include exclusion from the Event.

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.

T10. TELEMETRY, DATA RECORDING SYSTEM AND ECU

T10.1. Telemetry

The use of telemetry is prohibited.

T10.2. Data Recording System

- (a) The Cosworth 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 system is assigned to the VIN/Chassis Number and must not be exchanged unless otherwise approved by the CM.
- (d) Only Cosworth Toolset software may be used unless otherwise approved by the CM

T10.3. ECU and Wiring Loom

- (a) The Bosch Motronic MS4.6 electronic control unit coded and sealed by PCA is the only unit to be used.
- (b) The Bosch Motronic MS4.6 electronic control unit including the complete wiring loom must be used without being changed.
- (c) The TC and or the TA reserve the right to check or exchange the Bosch electronic control unit.
- (d) 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 all participating automobiles.
- (e) 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 is compulsory

T10.4. Verification – ECU Data Monitor

- (a) At any time the TC may fit a data monitor to a competing 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 TC shall make all decisions in relation to all determinations regarding the installation and operation of the ECU data monitor and any interpretation arising there from.
- (e) ECU data logging by any Competitor and/or Driver is prohibited.

T11. WHEELS

- (a) Only the wheels detailed in [Appendix 1](#) are allowed.
- (b) Each Competitor is required to have a minimum of three (3) full sets of wheels for each automobile.

T12. RACING WEIGHT

- (a) Subject to the provisions of Article [T4.6 \(c\)](#) of these Regulations each automobile must achieve a minimum Racing Weight of 1291kg.

- (b) This weight shall consist of a minimum automobile weight of 1206kg and minimum driver weight of 85kg, including all personal equipment as recorded by the TC at the driver's first event of the Series. .
- (c) Equalization weight may be added to the automobile to achieve this requirement.
- (d) 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.
- (e) Each automobile that records a weight less than the stipulated minimums 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.
- (f) Ballast Location: Ballast shall only be fixed to the mounting plate located in the designated fixing points in the position of the passenger seat to the floor of the cockpit in accordance with the image in [Appendix 6](#). Provision shall be made for the ballast to be sealed by the TC.

T13. LUBRICANTS

T13.1. Engine Oil

- (a) Only Mobil 1 0W40 engine oil may be used in the engine at all times during practice, qualifying and racing.
- (b) Any addition of additives to the engine oil is prohibited.

T13.2. Gearbox Oil

- (a) Only Mobil Lube 1 SHC 75W90 gear oil may be used in the gearbox at all times during practice, qualifying and racing.
- (b) Any addition of additives to the gearbox oil is prohibited.
- (c) There is to be a minimum of three (3) litres of gearbox oil in the gearbox at all times.

T13.3. Oil Samples

Random oil samples shall be taken during the season to ensure uniformity and the results of these oil samples shall be available to the respective Competitors.

T14. FUEL SYSTEM

- (a) Only the control fuel may be used from practice onwards at each event.
- (b) The TC is entitled to take fuel samples from an automobile competing at any time during the Event.
- (c) The competitor must ensure that a minimum fuel quantity of 15 litres may be taken from the fuel tank system at any time during the Event until after the end of the Parc Ferme period for the last race. These samples must be identical with the reference fuel of the designated fuel supplier.

- (d) Each Competitor is prohibited from bringing fuel to an event.
- (e) Each automobile is required to arrive at the event with no fuel in the tank.
- (f) The specified control fuel shall be available for purchase at each event.

Please note: 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

One version of front lip (closed) is approved for use on the Porsche 911GT3 Cup (991) MY 2014-2016. Part # 991.505.557.8A

T17. EXHAUST SYSTEM

Exhaust System Nr 1 ('Supercup' system) is to be fitted as standard. Exhaust System Nr 2 (centre rear muffler and attachments) must be taken to all rounds. Refer [Appendix 5](#).

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 TC may take samples and test concentration at any time during the event
- (d) Corrosion protection Part Number 997 106 907 90 is recommended.



T19. Appendix 1

**2017 CARRERA CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

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

Model Type: 911 GT3 Cup (991)
Model Year: 2014-2016 CUP

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description:	Monocoque integrated chassis and body
Manufacturer:	Porsche
Material:	Aluminium-Steel Composite

1.2 FRONT SUSPENSION

Description:	McPherson Strut – Type Axle, Height Adjustable		
Spring medium:	Double Coil Springs (main and helper springs)		
Damper Type:	Sachs - Oil/Gas	Adjustable:	No
Anti-sway bar:	Steel – Double Blade Type	Adjustable:	Yes
Suspension adjustable:	Via spring seat Height	Method:	Thread

1.3 REAR SUSPENSION

Description:	Multi Link with Solid Mounted Sub frame		
Spring medium:	Double Coil Springs (main and helper springs)		
Damper type:	Sachs - Oil/Gas	Adjustable:	No
Anti-sway bar:	Steel – Double Blade Type	Adjustable:	Yes
Suspension adjustable:	Via spring seat Height	Method:	Thread

1.4 STEERING

Type:	Rack and Pinion	Make:	Porsche
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1.5 BRAKES		
	Front	Rear
Type:	Disc	Disc
Dimensions:	380 x 32	380 x 30
Part Nr:	Left: 9913511058A Right: 9913511068A	Left: 9913521078A Right: 9913521088A
Material of disc	Multi piece Steel	Multi piece Steel
No. Pistons per Caliper:	6	4
Actuation:	Hydraulic	Hydraulic
Caliper:	Porsche	Porsche
Adjustable bias	Yes	
Brake Booster Fitted	No	
Brake Pads	Brand: PFC Part No: 9913519428A	Brand: PFC Part No: 9913529428A
Comments:		

SECTION 2 - ENGINE

2.1 ENGINE			
Make:	Porsche		
Model:	97/78		
No. cylinders:	Six (6)	Configuration:	Flat
Cylinder Block-material:	Aluminium	Four Stroke:	Yes
Bore - Original:	102.7 mm	Max. allowed:	102.7mm
Stroke - original:	76.4mm	Max. allowed:	76.4mm
Capacity - original:	3797cc	Max. allowed:	3797cc
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: MS4.6	No: 991.618.682.8A
Make:	Porsche	Type: Motronic/Bosch
Injector:	Porsche EV6C	No: 997.605.132.91

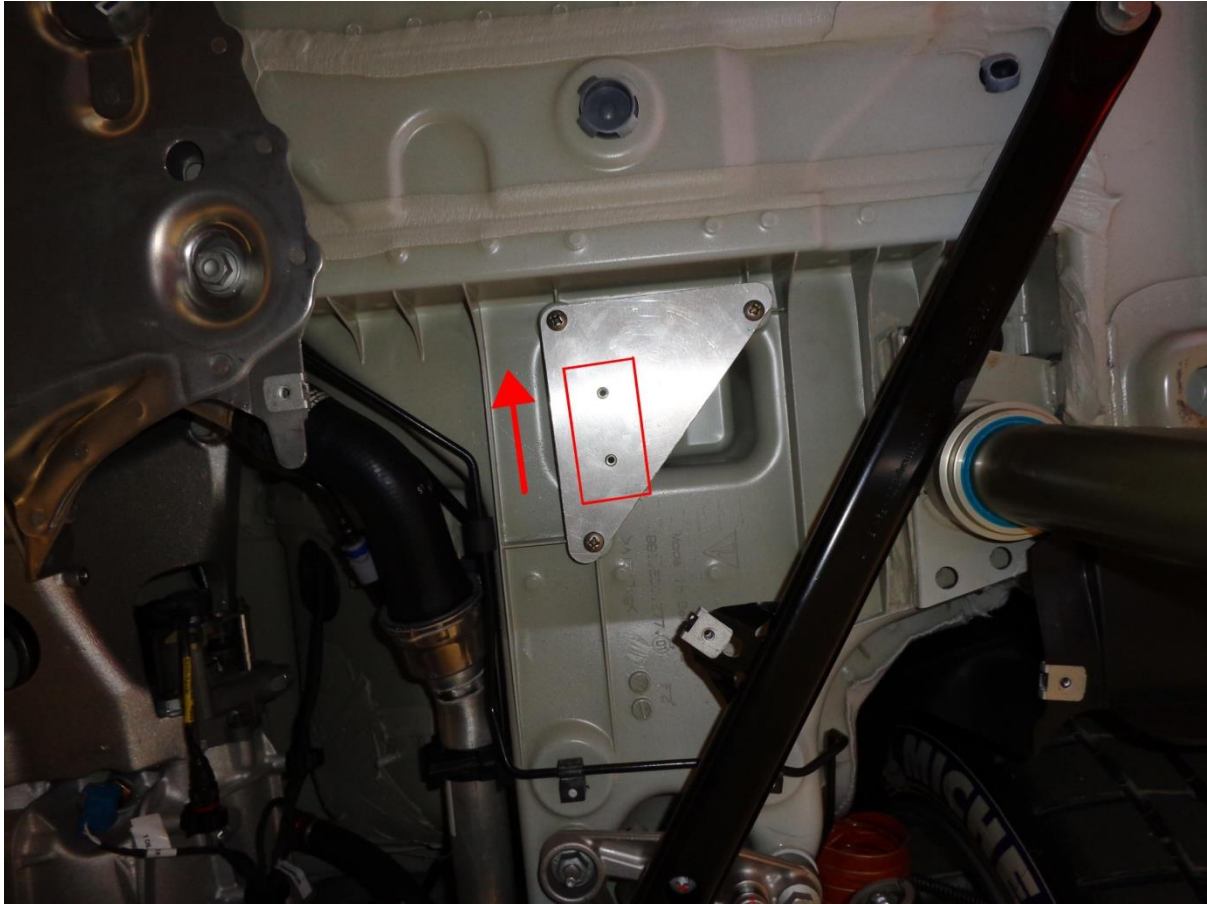
SECTION 3 - TRANSMISSION

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	
No. of Plates:	3 Friction, 3 Pressure:	Assembly: 991.116.001.9A Friction: N/A
Components:	3 Friction Plates	Part No. 9971161139A
	2 Intermediate Plates	Part No. 9971161139A
	1 Pressure Plate	Part No. 9971161239A
	1 Basket	Part No. 9911160119A
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual Sequential	Rear Wheel drive
Make:	Porsche	
Model:	G91/72	
No. forward speeds:	Six (6)	
1 – 13/41 2.412:1	2 – 17/40 3.154:1	3 – 19/36 1.895:1
4 – 19/29 1.526:1	5 – 24/30 1.250:1	6 – 34/35 1.029:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Ramp Angle = 52° Drive & 30° Coast	Part No. TBC
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	14/22 1.571:1	Part No. TBC
Comments:	Oil cooler and pump fitted as standard	
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	Part No. 9913320248A	
3.5 WHEELS AND TYRES		
Wheel type:	Porsche	Material: Aluminium
Fixture method:	Centre Lock	
	Front	Rear
Wheel Rim	Part No. 991.362.131.8A	Part No. 991.362.151.8A
	10.5 x 18 – 28mm offset	12 x 18 – 58mm offset

SECTION 4 - GENERAL

4.1 FUEL SYSTEM		
Tank Location:	Front	Capacity: 100 litres
Fuel pump, type and location:	Electric internal	Make: Porsche
4.2 ELECTRICAL SYSTEM		
Voltage:	12 volts negative ground	
Alternator fitted:	Yes (Standard OE) Part No. 996.603.019.90 Optional Part No. 997.603.012.09 / 997.603.012.JX	
Battery Location:	Passenger foot well Part No. 999.611.070.10	
4.3 BODYWORK		
Type:	Coupe	Material: Smart Aluminium – steel Composite
4.4 DIMENSIONS		
Wheelbase:	2,463 mm +/- 5mm	
Racing Weight:	1,291 kg (minimum)	
4.5 PERMITTED MODIFICATIONS		
No modifications or deviations from the standard specification of the automobile are permitted.		

T20. Appendix 2



LOCATION OF DORIAN DATA 1 MICRO TIMING TRANSMITTER (FLOOR PAN REMOVED)



T21. Appendix 3

REQUEST FOR REPAIRS

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

Attention: Stephen Robertson
Technical Manager
Porsche Carrera Cup Australia

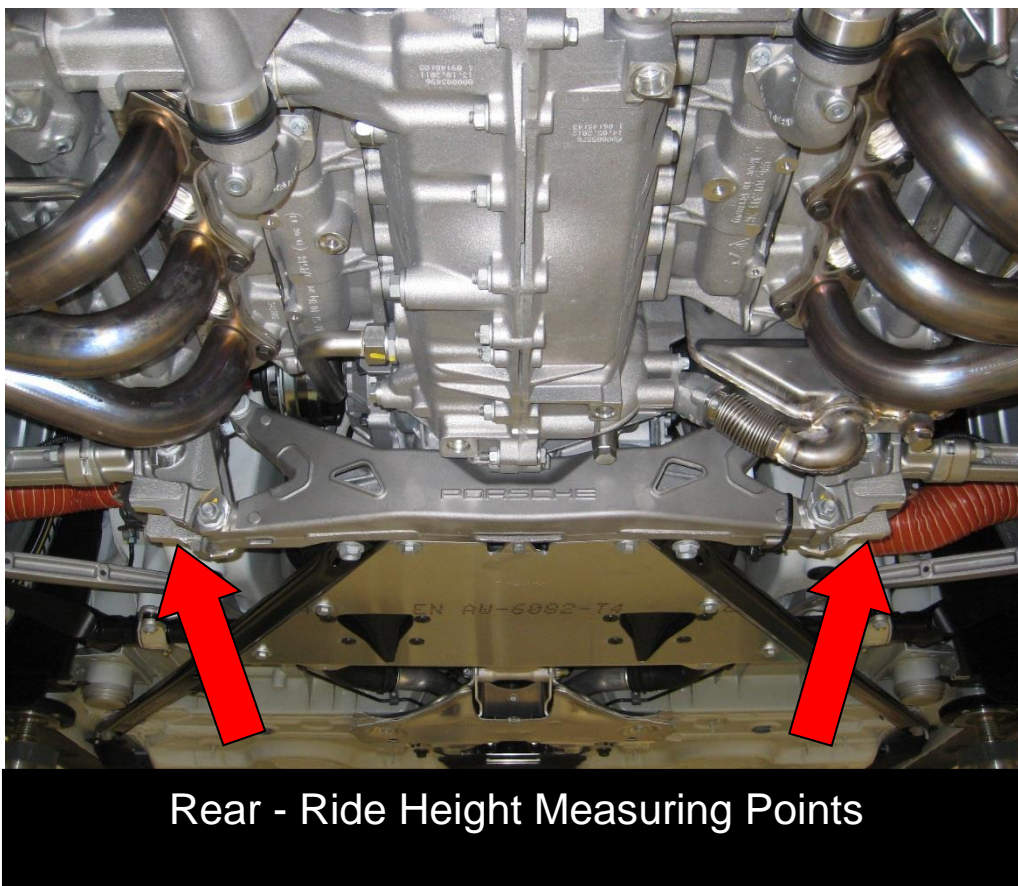
Team Name	
Contact Name	
Contact Phone Number	
Return Fax Number	
Competition Number	
Chassis Number	WP0ZZZ99Z
Date	

Reason for repairs (Include component)

Office Use Only
Date Received: _____
Approval Nr: _____

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

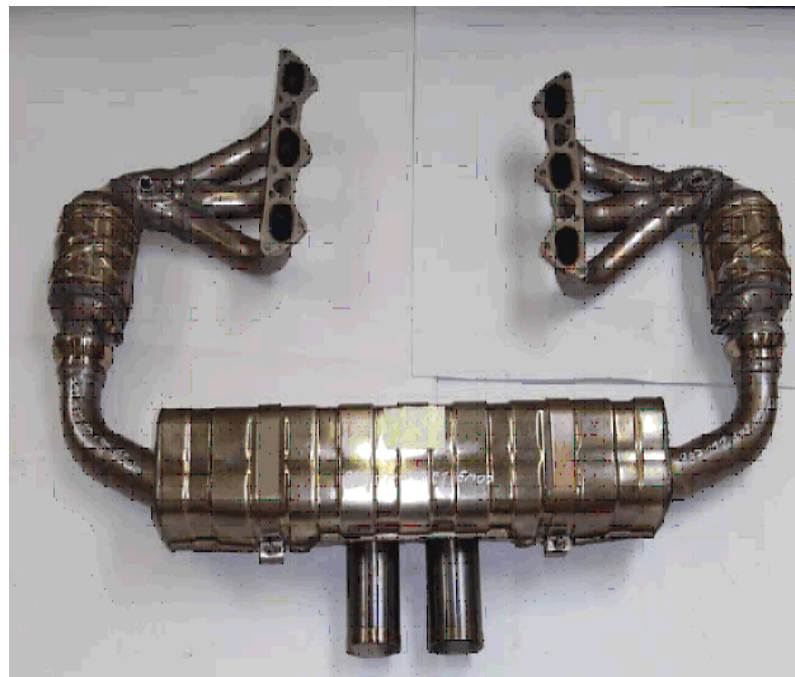
T22. Appendix 4



T23. Appendix 5

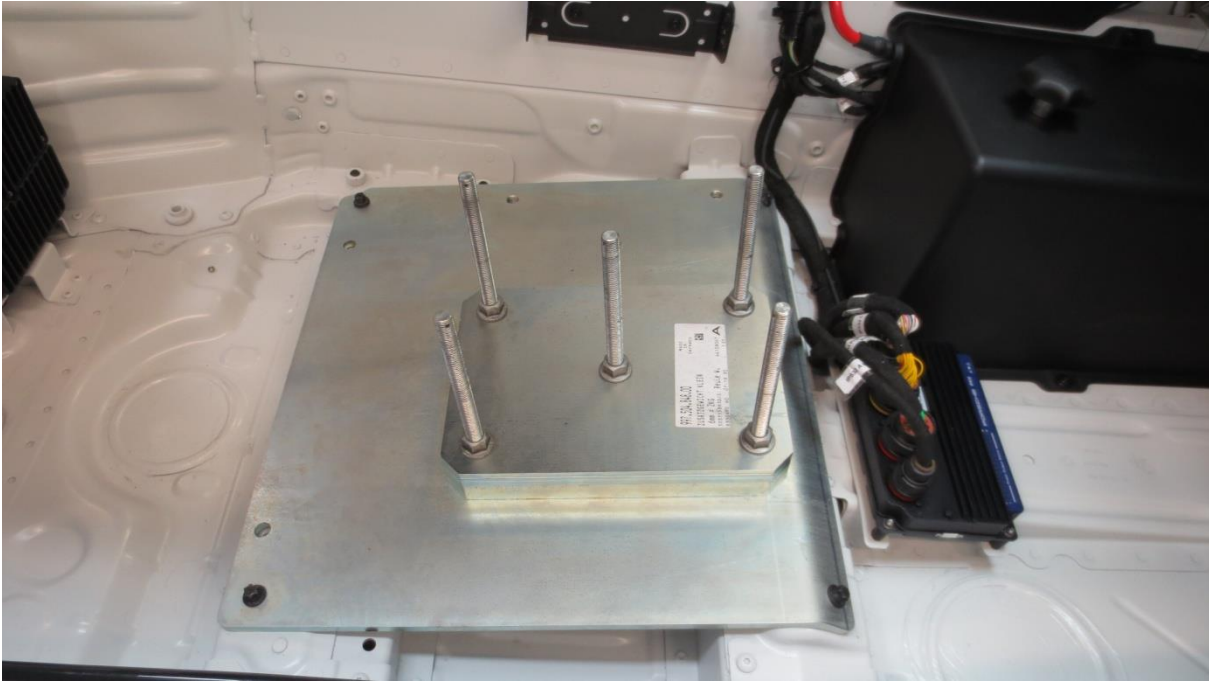


Exhaust System Nr 1 'Supercup' system



Exhaust System Nr 2 with centre rear muffler and attachments

T24. Appendix 6



T25. Appendix 7

