

# Sporting and Technical Regulations

**PORSCHE**

**MICHELIN**  
**SPRINT CHALLENGE**  
**AUSTRALIA**

TITLE PARTNER



## 2021 Porsche Michelin Sprint Challenge Australia Series Sporting and Technical Regulations



**Version 1**

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# 2021 Porsche Michelin Sprint Challenge Australia Series Sporting & Technical Regulations

A capitalised and italicised word in this document is defined in the *NCR* or the Technical Appendix, Definitions - Technical.

Any HEADING is for reference only and has no regulatory effect.

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# 2021 Porsche Michelin Sprint Challenge Australia Series

## Sporting Regulations

### S1 TITLE AND JURISDICTION

#### S1.1 Title

This *Series* will only be known as and referred to as the “2021 Porsche Michelin Sprint Challenge Australia Series”.

#### S1.2 Authority / Jurisdiction

- (a) Each *Event* in the 2021 Porsche Michelin Sprint Challenge Australia Series (*Series*) will be held in accordance with the FIA International Sporting Code including Appendices; the National Competition Rules (*NCR*) and Circuit Race Standing Regulations (CRSR) of *Motorsport Australia*; the Sporting and Technical Regulations issued for this *Series* by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser* for each round; Bulletins issued by the Stewards and any *Driver Briefing Notes* and instructions issued by the Clerk of the Course at an *Event*.
- (b) This *Series* has been sanctioned by *Motorsport Australia* as an Authorised Series.
- (c) Porsche Cars Australia Pty Ltd (PCA) has been appointed as the Category Manager (CM) by *Motorsport Australia* for this *Series*.

**Contact Details:** Porsche Cars Australia Pty Ltd (ABN 67 004 327 048)

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Collingwood VIC 3066  
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### S2 ADMINISTRATION

#### S2.1 Personnel

- (a) The following personnel have been appointed to the *Series* by *Motorsport Australia* and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the CRSR.
  - (i) Category Administrator (CA) Troy Bundy
  - (ii) Race Director (RD) David Mori
  - (iii) Technical Delegate (TD) Stephen Robertson
  - (iv) Driving Standards Advisor (DSA) Cameron McConville

### S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the *Series*, each *Competitor* must hold a current Motorsport Australia Competitor Licence and be a party to a current Participation Agreement with the CM.

## **S4 AUTOMOBILE ELIGIBILITY**

- (a) Each *Automobile* must comply with the requirements of the 2021 Porsche Michelin Sprint Challenge Australia Series Technical Regulations and be detailed in the List of Eligible Automobiles to be eligible to compete in the *Series*.
- (b) Each Class A *Automobile* must be registered with the CM and must be the subject of a current Race Vehicle Authorisation Certificate (RVAC) issued by PCA.
- (c) Where 2 or less *Automobiles* are entered for a round of the *Series* in Class B, they will be entered into the Invitational Class.
- (d) An *Automobile* may only be entered in the Invitational Class at the discretion of the CM. Any *Automobile* entered in the Invitational Class will be ineligible for *Series* points or prizes.

### **S4.1 List of Eligible Automobiles**

|              |                                     |
|--------------|-------------------------------------|
| Class A      | Porsche GT3 Cup Type 911 (MY 13-16) |
| Class B      | Porsche GT3 Cup Type 997 (MY10-12)  |
| Invitational | Porsche GT3 Cup Type 997 (MY06-09)  |

### **S4.2 Replacement Automobiles**

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

## **S5 DRIVER ELIGIBILITY**

To be eligible to compete in the *Series*, a *Driver* must be a minimum of 16 years of age and hold a current Motorsport Australia Circuit Licence with Provisional endorsement or higher.

### **S5.1 Driver Classification**

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

### **S5.2 Substitute Drivers**

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

### **S5.3 Seeded Drivers**

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

## S6 SERIES ROUNDS / REGISTRATION

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

## S7 SERIES CALENDAR

The *Series* will be conducted over the following rounds:

| Round          | Date              | Venue                         |
|----------------|-------------------|-------------------------------|
| 1 <sup>^</sup> | 19 – 21 February  | Phillip Island                |
| 2 <sup>^</sup> | 1 – 2 May         | Sydney Motorsport Park        |
| 3 <sup>^</sup> | 25 – 27 June      | Morgan Park                   |
| 4 <sup>^</sup> | 17 – 19 September | Sandown International Raceway |
| 5 <sup>^</sup> | 15 – 17 October   | The Bend Motorsport Park      |
| 6              | TBA               | Mount Panorama                |

<sup>^</sup> Denotes a round which includes races counting towards the Jim Richards Endurance Trophy.

**Note:** The above calendar is subject to change dependant on any restriction that may be imposed due to the COVID-19 pandemic. The CM will advise each *Competitor* of any change.

## S8 ROUND FORMAT

- (a) The number, length and format of *Track* sessions will ultimately be negotiated between the CM and the *Organiser* prior to a round of the *Series* and will be advised in the *Supplementary Regulations* issued for an *Event*.
- (b) Generally, the format for each round of the *Series* will be as follows:
  - (i) Practice - 2 x 30-minute (minimum) practice sessions (normally Friday).
  - (ii) Qualifying - 1 x 20-minute (minimum) qualifying session (normally Saturday).
  - (iii) Races - A minimum of 60 minutes of race time will be scheduled at each round of the *Series* as detailed in the *Supplementary Regulations*.

### S8.1 Variations to Timetable

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

## S9 GRID DETERMINATION

The grid for each race will be determined as detailed in the CRSR – Progressive Grid.

## S10 START PROCEDURE

Unless otherwise stated in the *Supplementary Regulations*, the *Start* procedure for each race will be a Non-Championship standing Start as detailed in the CRSR except that, where approved by *Motorsport Australia*, the formation lap may be greater than 1 lap of the *Track*.

## S11 AWARDS AND POINTSCORE

### S11.1 Prizes and Trophies

- (a) Prizes, trophies and awards will be as determined by the CM and will be advised to each *Competitor*.
- (b) A minimum of 4 rounds of the *Series* must be conducted for a winner of the *Series* and each Class to be declared.

### S11.2 Series Pointscore

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

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

- (b) Points will only be awarded to the *Drivers* classified as finishers in the final results of each race.
- (c) Points will be awarded for the following Classes:
  - (i) Outright/Class A - Pro
  - (ii) Class A – Pro-Am
  - (iii) Class B (refer to Article S4(c))
- (d) No points will be awarded to the *Driver* of an Invitational Class *Automobile*.
- (e) The *Driver* gaining the highest outright points total over the total number of rounds of the *Series* that are conducted (subject to Article S11.1(b)) will be declared the winner of the 2021 Porsche Michelin Sprint Challenge Australia Series.
- (f) The *Driver* gaining the highest points total over the total number of rounds of the *Series* that are conducted in their respective Class (subject to Article S11.1(b)) will be declared the winner of their respective Class.
- (g) The results for each Class at a round of the *Series* will 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 will 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 will be awarded to the *Driver* with the higher finishing position in the final race.
- (h) In the event of a tie at the end of the *Series* in any Class, final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places in Class being awarded the higher *Series* position. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied *Driver* until all positions have been determined.

### S11.3 Jim Richards Endurance Trophy

- (a) The Jim Richards Endurance Trophy will consist of 5 x 40-minute races across 5 *Events* as outlined in [Table S7](#).
- (b) Points will be awarded based on outright finishing positions of each Jim Richards Endurance Trophy race as per [Table S11.2](#).
- (c) Points will only be awarded to the *Drivers* classified as finishers in the final results of each Jim Richards Endurance Trophy race.
- (d) The *Driver* gaining the highest points total over the 5 Endurance Trophy races will be the winner of the Jim Richards Endurance Trophy.
- (e) In the event of a tie at the end of the Jim Richards Endurance Trophy, final positions will be determined by comparing the race results achieved by each tied *Driver*, with the *Driver* with the highest number of first places being awarded the higher position. If at this stage a tie still exists, it will be resolved by comparing the highest number of second, third and fourth places (and so on) achieved by each tied *Driver* until all positions have been determined. If after the application of this rule a tie still exists the higher position will be awarded to the *Driver* with the higher finishing position in the final Jim Richards Endurance Trophy race.

## S12 EVENT OPERATIONS

### S12.1 Series Registration and Entry

The *Series* will operate under the Motorsport Australia Series Registration and Entry Process. Series Registration and Entry Forms will 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 will be detailed in the *Supplementary 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 will be advised to each *Competitor* accordingly.

### S12.3 Parc Fermé

- (a) The location of *Parc Fermé* for each round will be confirmed in the *Supplementary Regulations* or the *Event Driver* information notes provided by the CM prior to the *Event*.
- (b) Each *Automobile*, including those remaining in pit lane, must proceed directly to the designated *Parc Fermé* area via the most direct route (or as directed by Officials) at the conclusion of qualifying without interference from any third party (other than an Official).
- (c) Each *Automobile* completing each race must proceed directly to the designated *Parc Fermé* 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) 1 team member per *Automobile* may be permitted to enter the designated *Parc Fermé* area for the purpose of checking tyre pressures only. This will be permitted at the direction of the TD or the Chief Scrutineer only and the team member must leave the *Parc Fermé* area immediately once the tyre pressure check is completed.

- (e) Except at the direction of the TD or the Chief Scrutineer, an *Automobile* may not be removed from any *Parc Fermé*.
- (f) Unless authorised by the TD, Teams are prohibited to work on an *Automobile* in the pit lane once the chequered flag has been displayed at the conclusion of a qualifying session.
- (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 Fermé* or as otherwise directed by an official. Any work, including taking tyre pressures, is prohibited until the *Automobile* is in the *Parc Fermé*.

#### **S12.4 Practice**

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

#### **S12.5 Qualifying**

- (a) The order in which each *Automobile* proceeds onto the *Track* at the commencement of each qualifying session will be determined by the lap times achieved in the combined practice sessions at the *Event* with the *Automobile* which achieved the fastest lap time proceeding onto the *Track* first and so on.
- (b) In the event that an *Automobile* is unable to proceed onto the *Track* in the order specified above, the CM may indicate to the next *Automobile* to take its place in the order.
- (c) During qualifying an *Automobile* may not return to the paddock/garage area without the express permission of the TD. If an *Automobile* exits pit lane to the paddock/garage during qualifying it will be prohibited 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 prohibited to work on an *Automobile* in the "fast lane" at any time, including whilst the *Automobile* is queued waiting to re-enter the *Track* after a red flag period.

### **S12.8 Removal of *Automobiles* from the *Circuit***

Following the commencement of the first qualifying session, it is prohibited to remove any *Automobile* from the *Circuit* prior to the release of all *Automobiles* from the *Parc Fermé* established following the final race of that round of the *Series* without the prior express written approval of the TD.

### **S12.9 Radio Communication to/from *Automobile***

Two-way radio communication between the *Driver* and a member of the pit crew is mandatory at all times whilst the *Automobile* is on the *Track*.

### **S12.10 Race Management Channel (RMC)**

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

### **S12.11 Lap Triggers**

- (a) The use of individual beacons is prohibited.
- (b) The Category beacon will be placed, where possible, as close to the *Control Line* at each *Circuit* for the first *Track* session.

## **S13 TYRES**

### **S13.1 Tyre Regulations**

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

#### **(i) Dry weather tyres**

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

#### **(ii) Wet weather tyres**

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

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

#### **European Technique**

338 Swan Street

Richmond VIC 3121

Ph: 03 9428 5547

Fax: 03 9428 0839

- (c) Each control tyre must only be allocated to a specific *Automobile* identified by its chassis/VIN number and with the exception of wear resulting from normal usage, each control tyre must remain unmodified except as detailed below:
  - (i) A section of “build up” measuring a maximum of 50 mm across the entire tread may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of 2 locations on any 1 tyre.
  - (ii) The removal of any additional “build up” to allow closer inspection of a control tyre must not be carried out without the prior express permission of the TD.
  - (iii) Other than as provided in this rule, tyre “build up” must not be removed from any control tyre during a round by any means other than by driving.
  - (iv) The removal of tyre ‘build up’ is permitted between rounds.
- (d) It is the responsibility of the *Competitor* to present 4 tyres to the TD for scanning prior to qualifying with the option to present up to an additional 4 tyres for scanning a minimum of 30 minutes prior to marshalling for any *Track* session during that round of the *Series*. These scanned tyres are the only tyres permitted to be used on that *Automobile* during any qualifying session or race at that round. Any previously scanned tyre must be re-scanned for use at the relevant round of the *Series*.
- (e) The maximum number of new tyres permitted to be used at each round is detailed in [Table S13.2](#) below.
- (f) For the entire *Series*, 12 (6 front and 6 rear) additional new tyres are allocated to a specific *Automobile* (identified by its chassis/VIN#) of which up to 4 (2 front and 2 rear) can be used as joker tyres during practice only at each round. The use of 1 or more joker tyres must be announced to the TD prior to the commencement of practice. If an *Automobile* does not participate at 1 or more rounds, the total number of joker tyres will be reduced by 2 (1 front and 1 rear) for each of these rounds.
- (g) The number of “previously nominated” tyres is unlimited but may only be used as per [Table S13.3](#) below.
- (h) A previously nominated tyre is any tyre that has been scanned into the tyre bank for that specific *Automobile* during the 2021 *Series*.
- (i) For the first round of the *Series*, a maximum of 4 new or used tyres are permitted to be nominated as a previously nominated tyre. These nominated tyres will be added to the tyre bank allocated for that specific *Automobile*.
- (j) The Porsche Cars Australia database of scanned tyres will be the official record of the 2021 tyre bank for each *Automobile*.
- (k) There will be no new replacement control tyres. Any replacement tyre must be marked for that *Automobile* at that round of the *Series*. Permission to use a replacement tyre will be at the discretion of the TD.
- (l) Any replacement tyre approved for use by an Outright/Class A Pro *Automobile* must be marked for use on that *Automobile*. That *Automobile* must then start the next race at that round from the rear of the grid.
- (m) Any replacement tyre approved for use by a Class A Pro-Am or Class B *Automobile* must be marked for use on that *Automobile*. That *Automobile* must then start the next race at that round of the *Series* with a 2 grid spot penalty. A maximum of 2 front and 2 rear tyres can be replaced at a round of the *Series* and a maximum of 4 front and 4 rear tyres may be replaced for the *Series*. Any further replacement tyres will result in that *Automobile* starting the next race at that round of the *Series* from the rear of the grid.
- (n) Each new control tyre must only be mounted with the barcode facing outwards unless authorised by the TD. The TD will 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.

- (o) It is prohibited to use any device or chemical treatment which artificially varies the temperature in or of a control tyre, regardless of whether the control tyre is mounted on a wheel or not.
- (p) The official tyre supplier will have 1 set of new wet tyres available for each Automobile at each round of the Series. From the commencement of any session requiring the use of wet tyres a maximum of 2 sets of wet tyres may be used at that round of the Series. These tyres may be allocated to that Automobile's tyre bank.
- (q) Each control tyre must only be allocated to a specific Automobile, identified by its chassis/VIN number, and no control tyre may be transferred between Automobiles. If an Automobile is 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 |
|-------|----------------|---------|----------------------|
| 1     | 12 Joker Tyres | 0       | 8                    |
| 2     |                | 0       | 8                    |
| 3     |                | 0       | 8                    |
| 4     |                | 0       | 8                    |
| 5     |                | 0       | 8                    |
| 6     |                | 0       | 8                    |

### S13.3 Table Previously nominated tyre usage

| Round | Practice | Warm Up | Qualifying and Races |
|-------|----------|---------|----------------------|
| All   | Yes      | Yes     | No                   |

**Note:** The TD will be sole arbiter regarding the interpretation and application of these tyre regulations and any decision made by the TD in this regard will not be the subject of any protest or appeal.

## S14 FUEL

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

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

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

## S15 AUTOMOBILE MARKINGS

### S15.1 Exclusivity

- (a) It is prohibited to communicate advertising on an *Automobile* of any company or product that is in competition to Porsche Cars Australia, Porsche Motorsport global partners or the *Series*' title partner unless otherwise advised in writing by the CM.
- (b) The current status of official *Series* and cooperation partners can be requested from the CM.

### S15.2 Automobile Markings and Series Identification

- (a) In addition to the requirements detailed below and [Attachment 1](#) of these regulations, each *Automobile* must comply with Technical Appendix, Schedule K of the *Manual*.
- (b) Each *Competitor* must display the *Series* sponsor decals as detailed in the table below and [Attachment 1](#) of these regulations.
- (c) The *Series* sponsor decals will be supplied by the CM.
- (d) 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.

| Quantity | Size (mm) | Signage               | Position on <i>Automobile</i>                          |
|----------|-----------|-----------------------|--|
| 1        | 120 557   | MICHELIN              | Centre / Top Front Bumper                              |
| 1        |           | Porsche Crest         | Original Position Front Bonnet                         |
| 2        | 230       | Competition Numbers   | Right Side Front Windscreen, Left Side Rear Windscreen |
| 1        | 200       | Reserved PCA          | Front Top Windscreen Banner                            |
| 1        | 160       | Reserved PCA          | Rear Top Windscreen Banner                             |
| 2        | 80        | Driver's Surname      | Left / Right Door Window                               |
| 2        | 60 x 260  | Motorsport Australia  | Left / Right Sill                                      |
| 2        | 61 x 361  | MICHELIN              | Left / Right of Rear Number Plate                      |
| 2        | 45        | Driver Classification | Left / Right Rear Side Window                          |
| 2        |           | Reserved PCA          | Left / Right Mirror Covers                             |
| 2        |           | Reserved PCA          | Left / Right Headlight                                 |
| 2        |           | Reserved PCA          | Left / Right Daytime Running Light                     |
| 2        |           | Reserved PCA          | Left / Right Sill                                      |
| 1        |           | Reserved PCA          | Centre / Number Plate Rear Bumper                      |
| 1        | 30 x 260  | PORSCHE Logo          | Original position, Centre Rear Panel                   |
| 2        | 30        | Website               | Left / Right 'A' Pillar                                |
| 2        | 120       | Competition Numbers   | Left / Right Rear Side Window                          |

### S15.3 Competition Number

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

## S16 DRIVER APPAREL

### S16.1 Standard of Apparel

Each *Driver* must wear apparel that complies with “National” in Table 2.1 of Technical Appendix, Schedule D of the *Manual*.

### S16.2 Reserved Signage on Racing Overalls

#### PORSCHE MICHELIN SPRINT CHALLENGE AUSTRALIA

SEASON 2021 | Race Suit Signage Regulations



## S17 TESTING RESTRICTIONS

Unless approved by the CM in writing, testing of any competition *Automobile* and/or *Driver* deemed to be associated with the *Series* is prohibited on any *Circuit* during the 7 days preceding a round of the *Series* at that *Circuit*, other than private sessions sanctioned by the CM. For clarification, the 7 days commences at 0001 hours on the Saturday preceding the scheduled round.

## S18 RAIN LIGHT

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

## S19 IN-CAR CAMERAS

### S19.1 In-Car System

- (a) Each *Automobile* must be fitted with an on-board camera and its installation must be approved by the TD and Chief Scrutineer.
- (b) Each *Competitor* must ensure that the camera is switched on and functioning in the correct manner prior to the *Automobile* entering the *Track* for each practice, *Passenger* ride, qualifying, warm up and race session at an *Event*.
- (c) When requested, a Team must immediately provide the USB storage device to the DSA, Clerk of the Course or Stewards.
- (d) A Team is prohibited to remove the USB storage device while the *Automobile* is under *Parc Fermé* conditions.

### S19.2 TV Production Cameras

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

## S20 GROUND CLEARANCE

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

## S21 TELEMETRY, DATA RECORDING SYSTEMS

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

## S22 DRY TO WET PROCEDURE

- (a) Prior to *Automobiles* being called to the marshalling area
  - (i) If the *Track* is declared wet prior to *Automobiles* being called to the marshalling area, Articles S22(b) and (c) will not apply.
- (b) Before the race start
  - (i) In the event of the *Track* 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* will be directed to the pit lane.
  - (ii) The only work permitted to be carried out on an *Automobile* while in the pit lane will be changing to wet tyres.
  - (iii) On completion of all *Automobiles* changing to wet tyres, each *Automobile* will proceed to the grid as instructed over RMC.
- (c) During the race
  - (i) In the event of the *Track* conditions changing from dry to wet, to the point that wet tyres are required during the race, the Safety Car will 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 will 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 will 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 will be announced over RMC.
  - (v) The *Start* procedure for resuming the race will be as detailed in the CRSR.
  - (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 will be stopped and not restarted.

## S23 PASSENGER RIDES

Any Passenger ride conducted must comply with the Motorsport Australia MSPRA Policy.

## S24 PORSCHE AUSTRALIA CODE OF CONDUCT

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

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

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

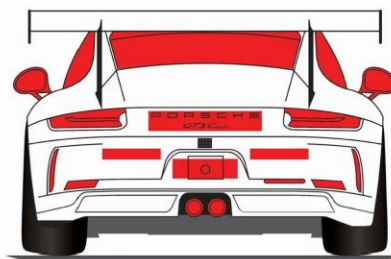
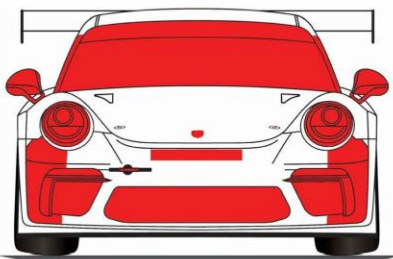
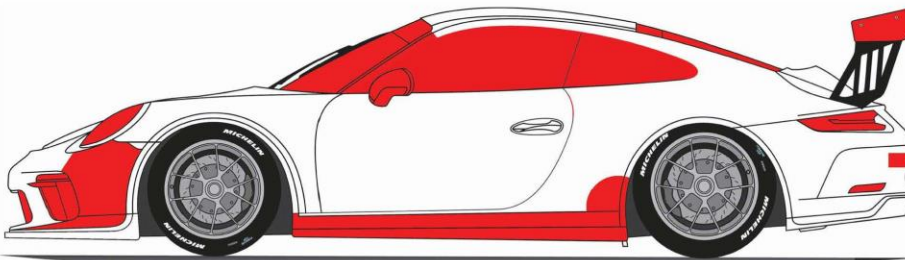
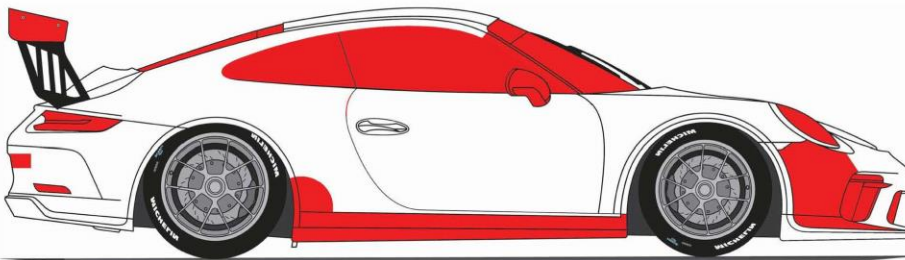
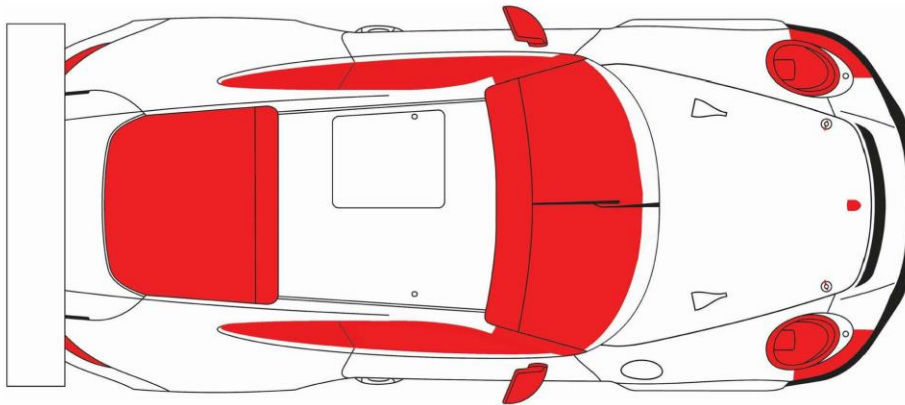
- (b) Both on and also adjacent to the *Track*, all those involved will:
- (i) treat the other participants, officials and organisers respectfully; and
  - (ii) follow the laws and the rules of the sport, and exemplify and promote fairness and the rules of conduct; and
  - (iii) neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.; and
  - (iv) always behave in the interests of safety and permanently cooperate in efforts to reduce risks; and
  - (v) use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal; and
  - (vi) always comply with the purpose of the sport; and
  - (vii) point out to other people who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance; and
  - (viii) cooperate with all other persons involved so as to develop and improve the *Series* and its status further on a continuous basis.
- (c) As a consequence of failing to comply with the rules of conduct, participants who:
- (i) (repeatedly) infringe against the Regulations; or
  - (ii) draw attention to themselves through unsporting behaviour on and adjacent to the *Track*; or
  - (iii) express themselves about or behave in a disrespectful way towards other *Participants*, officials, organisers, etc.; or
  - (iv) ignore the specifications, instructions, meetings of the *Series* organisation and/or other official bodies in the context of the organisation and holding of an *Event*; or
  - (v) ignore agreements that have been reached (including between teams and *Drivers*) and do not meet obligations of performance; or

- (vi) do not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the *Rules* that have been acknowledged;
- may be excluded from the Porsche Michelin Sprint Challenge Australia Series.
- (d) Continued participation in this *Series* may be prohibited until any fine imposed is paid in full.

## ATTACHMENT 1

### AUTOMOBILE MARKINGS

### Reserved Signage Series Reserved Areas



## ATTACHMENT 2

### FUEL CONTAINER



### ATTACHMENT 3

#### IN-CAR CAMERA RESERVED SIGNAGE



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

No other *Competitor* signage is 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 will be compared against parts and/or specifications supplied by PCA. PCA reserves the right to update part numbers from time to time as they are superseded.

### T2 ELIGIBILITY

#### T2.1 Eligible *Automobiles*

- (a) Only Porsche Carrera Cup GT3 Type *Automobiles* as listed in the table below will be eligible to participate in the 2021 Porsche Michelin Sprint Challenge Australia Series.

##### List of Eligible *Automobiles*

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

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

#### T2.2 Original Components

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

#### T2.3 Examination for Eligibility

- (a) The presentation of an *Automobile* for participation in any round of the *Series* will be deemed to be an implicit statement by the *Competitor* of conformity with these Technical Regulations.
- (b) Should the Technical Delegate (TD) suspect at any time that an *Automobile* does not comply with these Technical Regulations, the *Competitor*, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- (c) Any comment so made may be recorded by the TD, and subsequently may be presented at any Stewards' Inquiry or Hearing.
- (d) Should the TD fail to receive an adequate comment on the suspected or alleged ineligibility, which the TD alone has sole discretion to consider as adequate or satisfactory, the TD may require the *Automobile* to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- (e) At the discretion of the Stewards and/or the TD, any component, part or *Automobile* may be sealed by the TD for later examination.

## T3 SCRUTINEERING

### T3.1 Onus on *Competitor*

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

### T3.2 Targeted Scrutineering

Scrutineering at each round of the *Series* will be conducted according to the Targeted Scrutineering Procedures published by *Motorsport Australia*.

## T4 COCKPIT

### T4.1 Safety Cage

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

### T4.2 Window Nets

Each automobile may be fitted with a window net in full compliance with Technical Appendix, Schedule I of the *Manual*.

### T4.3 Windscreens

It is prohibited to fit after-market windscreen heater strips. It is permitted to fit an optional heated windscreen, part # 997654111106HR and windshield protection tear-offs.

### T4.4 Pit Lane Speed Limiter

The pit lane speed limiter must be activated at all times whilst the *Automobile* is moving in pit lane.

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

### T4.5 Seat

- (a) The *Driver's Seat* may be replaced by another of a type homologated by the FIA to the 8855-1999 or the 8862-2009 standard.
- (b) The original mounting (track) must be retained, unless specifically approved otherwise by the TD.
- (c) The floor of the *Automobile* must not be modified in any way and the original mounting holes must be used.
- (d) Any *Seat* complying with FIA 8862-2009 standard must use the homologated seat mounts.

### T4.6 Safety Harnesses

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

### T4.7 Cool Suit Associated Components

- (a) It is permitted to fit a cool suit system to the *Automobile*.
- (b) The cool suit system may form part of the ballast of the *Automobile*.
- (c) The mounting of cool suit associated component hardware is to be located wholly within the *Cockpit*.
- (d) The cool suit cooler unit must only be mounted to the *Passenger* side floor using the original seat mount holes.
  - (i) The original cooler unit mounting bracket must be used.

- (ii) It is permitted to fabricate a mounting plate between the original seat mount holes and the original cooler unit mounting brackets.

#### **T4.8 Drink Bottle**

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

#### **T4.9 In-Car Cameras**

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

#### **T4.10 Timing Transmitters**

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

#### **T4.11 Fire Extinguisher**

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

#### **T4.12 Side and rear windows**

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

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

#### **T4.13 Coachwork**

The *Coachwork* must remain as supplied by the factory. For clarification, it is prohibited to alter the rear wheel housings.

#### **T4.14 Ventilation**

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

#### **T4.15 Air Intake Blanking**

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

## T5 TRANSMISSION

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

### T5.2 Housings

Each gearbox housing must be of original Porsche production manufacture.

### T5.3 Gears

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

### T5.4 Transmission/Differential

- (a) The ramp angles are determined relative to the rotary axis, refer to [ATTACHMENT 3](#). The resulting locking ratio is a combination of the ramp angles and the combination of the friction discs.
- (b) The minimum locking torque of the differential measured at the wheel nut with a blocked meshing gear is 60 Nm.
- (c) For MY13-16 model *Automobiles*, the ramp angle of the differential is 52° Drive and 30° Coast.
- (d) For MY10-12 model *Automobiles*, the ramp angle of the differential is 45° Drive and 32° Coast.
- (e) Lock wiring of roll pin for gearshift forks is permissible. 1 mm stainless steel lock wire is recommended with no more than 2 strands through the roll pin. Further modifications are prohibited, i.e.: drilling of bolts or forks for lock wiring.

## T6 ENGINE

### T6.1 Engine Type

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

## T7 ENGINE AND TRANSMISSION REPAIRS

- (a) All work involving the following items and/or breaking of seals is only to be conducted once formal written approval is given by the TD, refer [ATTACHMENT 6](#).
  - (i) Crankcase
  - (ii) Crankshaft
  - (iii) Pistons
  - (iv) Cylinder head
  - (v) Camshaft
  - (vi) Gearbox
  - (vii) Differential
- (b) Once the CM and the TD are satisfied that the appropriate procedures for repair have been complied with, the TD will fit any required seal.
- (c) The above protocol is to ensure continuity and parity between *Automobiles*. This is an essential ingredient in the success of the *Series*.
- (d) Any breach of the above direction will be referred to the Stewards.

## T8 SEALS

- The TD will supply and fit engine and gearbox seals to each *Automobile* determined to be eligible to compete. These seals will be fitted to the camshaft housing covers on the right and left hand sides of the engine, differential housing and gearbox housing.
- The ultimate responsibility to ensure each correct seal is fitted prior to any *Track* activity rests solely with the *Competitor*.
- The *Competitor* of an *Automobile* found not to have the correct seal/s fitted or if it is determined that a seal has been tampered with, may be referred to the Stewards.
- Save that written advice has been forwarded to the TD and the TD has given written permission for the seals to be removed, the *Competitor* of an *Automobile* found not to have seal/s fitted may be referred to the Stewards.
- At all times, the TD will be a Judge of Fact in respect of any seal fitted to an *Automobile*.

## T9 SUSPENSION

### T9.1 Suspension

- 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 listed in the Table below:

|                             | Front Axle | Rear Axle |
|-----------------------------|------------|-----------|
| Type 991 (MY13-16)          | 18 mm      | 15mm      |
| Type 997 (MY10-12)          | 13 mm      | 13 mm     |
| Phillip Island Circuit only |            |           |
| Type 991 (MY13-16)          | 14 mm      | 12 mm     |

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

### T9.2 Damper/Springs

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

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

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

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

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

### **T9.3 Ground Clearance**

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

### **T9.4 Anti-Roll bars**

Under the condition that no parts are removed from the *Automobile*, the disconnection of the anti-roll bars is permissible. Only the technically available adjustment positions may be used.

### **T9.5 Toe Rods**

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

## **T10 TELEMETRY, DATA RECORDING SYSTEMS AND ECU**

### **T10.1 Telemetry**

The use of telemetry is prohibited.

### **T10.2 Data Recording Systems**

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

### **T10.3 ECU and Wiring Loom**

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

### **T10.4 Verification – ECU Data Monitor**

- (a) At any time the TD may fit a data monitor to an *Automobile*. The ECU data monitor is supplied by the CM and the wiring harness is fitted standard to each *Automobile*.
- (b) Each *Competitor* is responsible for ensuring that the wiring and sensors that provide signals to the ECU data monitor are adequately maintained and remain working at all times.
- (c) Any cost of rectifying damage (whether accidental or otherwise) to the ECU data monitor while in the possession of a *Competitor* is the responsibility of the *Competitor* and the cost of any damage will be assessed by the CM.

- (d) The TD will make all decisions in relation to all determinations regarding the installation and operation of the ECU data monitor and any interpretation arising therefrom.
- (e) ECU data logging by any *Competitor* and/or *Driver* is prohibited.

## **T11 WHEELS**

Only the *Wheels* as detailed in the [ATTACHMENT 1](#) are allowed.

## **T12 RACING WEIGHT**

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

| Model                       | Minimum <i>Racing Weight</i><br>(including Driver) |
|-----------------------------|--|
| GT3 Cup Type 991 (MY 13-16) | 1295 kg  |
| GT3 Cup Type 997 (MY 10-12) | 1295 kg  |

- (b) Weight may be checked after each official qualifying session and after each *Series* race on the scales provided by the CM at each venue. The weight recorded on these scales will be considered to be fact and will not be the subject of any Appeal or Protest.
- (c) Each *Automobile* that records a weight less than the stipulated minimum will incur a penalty. The penalty for the first breach will be *Disqualification* from the results of that session. The penalty for any subsequent breach of the minimum weight may include *Disqualification* from the *Event*.
- (d) *Ballast* Location: *Ballast* may only be fitted to the *Passenger* floor of the *Cockpit* in accordance with the Technical Appendix, Schedule A of the *Manual* and to the satisfaction of the Chief Scrutineer. Provision must be made for the *Ballast* to be sealed by the TD.

## **T13 LUBRICANTS**

### **T13.1 Engine Oil**

Mobil 1 0W40 engine oil is recommended.

### **T13.2 Gearbox Oil**

Mobil Lube 1 SHC 75W90 gear oil is recommended.

## **T14 FUEL SYSTEM**

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

## T15 REAR SPOILER

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

## T16 FRONT LIP

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

## T17 EXHAUST SYSTEM

- (a) Exhaust System Nr 1 ('Supercup' system) is to be fitted as standard and Exhaust System Nr 2 (centre rear muffler and attachments) must be taken to all rounds. Refer [ATTACHMENT 5](#).
- (b) Unless specified otherwise in the Event Regulations for a specific round, the exhaust system to be fitted at each round must be as per the table below.

| Round | Circuit                       | Exhaust System |
|-------|-------------------------------|----------------|
| 1     | Phillip Island                | Nr 2           |
| 2     | Sydney Motorsport Park        | Nr 1           |
| 3     | Morgan Park                   | Nr 1           |
| 4     | Sandown International Raceway | Nr 2           |
| 5     | The Bend Motorsport Park      | Nr 1           |
| 6     | Bathurst                      | Nr 1           |

## T18 COOLING SYSTEM

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

## T19 BRAKES

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

## ATTACHMENT 1

### PORSCHE MICHELIN SPRINT CHALLENGE AUSTRALIA SERIES APPROVED VEHICLE SPECIFICATION RECOGNITION DOCUMENT

This form details the approved specifications of individual *Automobile* models and will be referred to as the “Recognition Document”.

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

#### SECTION 1 - CHASSIS

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

## 1.5 BRAKES

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

## SECTION 2 - ENGINE

### 2.1 ENGINE

|                         |                    |                    |
|-------------------------|--------------------|--------------------|
| Make                    | Porsche            | Porsche            |
| Model                   | 97/98              | 97/98              |
| No. and config.         | Flat six (6)       | Flat six (6)       |
| Cylinder Block Material | Aluminium          | Aluminium          |
| Bore x Stroke           | 102.7 mm x 76.4 mm | 102.7 mm x 76.4 mm |
| Max. Bore x Stroke      | 102.7 mm x 76.4 mm | 102.7 mm x 76.4 mm |
| Capacity                | 3797 cc            | 3797 cc            |
| Max. Capacity           | 3797 cc            | 3797 cc            |
| Cooling Method          | Liquid             | Liquid             |

### 2.2 CYLINDER HEAD

|                         |  |  |
|-------------------------|--|--|
| Make                    | Porsche  | Porsche  |
| No. Valves Per Cylinder | Inlet: 2      Exhaust: 2                           | Inlet: 2      Exhaust: 2                           |
| No. Ports Total         | Inlet: 6      Exhaust: 6                           | Inlet: 6      Exhaust: 6                           |
| No. Camshafts           | Inlet: 2 chain driven      Exhaust: 2 chain driven | Inlet: 2 chain driven      Exhaust: 6 chain driven |
| Valve Actuation         | Bucket with hydraulic lifters                      |  |
| Spark Plugs Per Cyl.    | 1  | 1  |

## 2.3 LUBRICATION

|                   |                              |                              |
|-------------------|------------------------------|------------------------------|
| Method            | Dry sump                     | Dry sump                     |
| Oil Tank Location | Front of engine              | Front of engine              |
| Dry Sump Type     | Gear                         | Gear                         |
| Location          | Crankcase and cylinder heads | Crankcase and cylinder heads |
| Oil Cooler        | Yes (standard)               | Yes (standard)               |
| Location          | Mounted on engine            | Mounted on engine            |

## 2.4 IGNITION

|      |              |              |
|------|--------------|--------------|
| Type | Coil on plug | Coil on plug |
| Make | Porsche      | Porsche      |

## 2.5 FUEL FEED

|                       |              |                |              |                |
|-----------------------|--------------|----------------|--------------|----------------|
| Fuel Injection System | Model MS4.6  | 9916186828A    | Model MS3.1  | 99761868291    |
| Make                  | Porsche      | Motronic/Bosch | Porsche      | Motronic/Bosch |
| Injector              | Porsche EV6C | 99760513291    | Porsche EV6C | 99760513297    |

# SECTION 3 - TRANSMISSION

## 3.1 CLUTCH

|                     |             |             |             |                        |
|---------------------|-------------|-------------|-------------|------------------------|
| Make                | Porsche     |             | Porsche     |                        |
| Type                | Diaphragm   |             | Diaphragm   |                        |
| Clutch              | 9911160019A |             | 99711600191 |                        |
| Friction Plates     | 3           | 9971161139A | 3           | 997 116 931 90 L CC-OZ |
| Intermediate Plates | 2           | 9971161259A | 2           | 997 116 137 90 CC-OZ   |
| Pressure Plate      | 1           | 9971161239A | 1           | 997 116 131 90 CC-OZ   |
| Basket              | 1           | 9911160119A | 1           | 997 116 932 90 L CC-OZ |
| Actuation           | Hydraulic   |             | Hydraulic   |                        |

## 3.2 TRANSMISSION

|       |                    |                  |                    |                  |
|-------|--------------------|------------------|--------------------|------------------|
| Type  | Manual sequential  | Rear wheel drive | Manual sequential  | Rear wheel drive |
| Make  | Porsche / Holinger |                  | Porsche / Holinger |                  |
| Model | G91/72             |                  | G97/63             |                  |

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

## SECTION 4 - GENERAL

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

#### 4.4 DIMENSIONS

|           |                  |                  |
|-----------|------------------|------------------|
| Wheelbase | 2463 mm +/- 5 mm | 2360 mm +/- 5 mm |
|-----------|------------------|------------------|

#### 4.5 PERMITTED MODIFICATIONS

|     |
|-----|
| Nil |
|-----|

## ATTACHMENT 2

### LOCATION OF TIMING TRANSMITTER (FLOOR PAN REMOVED)

991 (MY13-16)



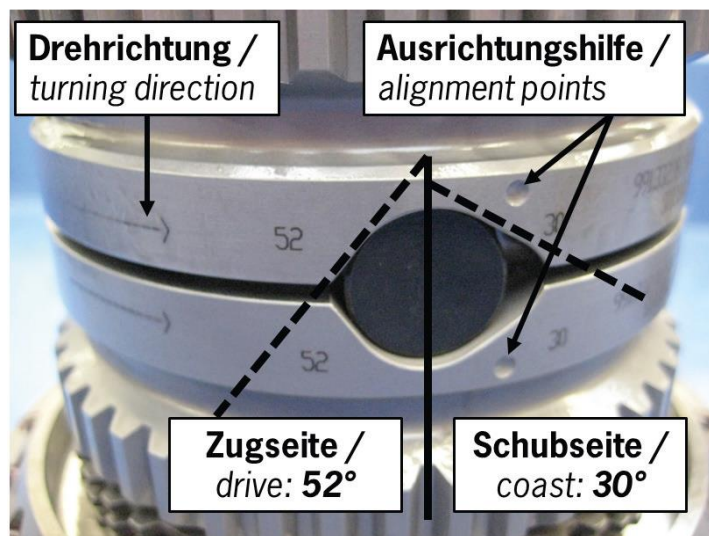
997 (MY10-12)



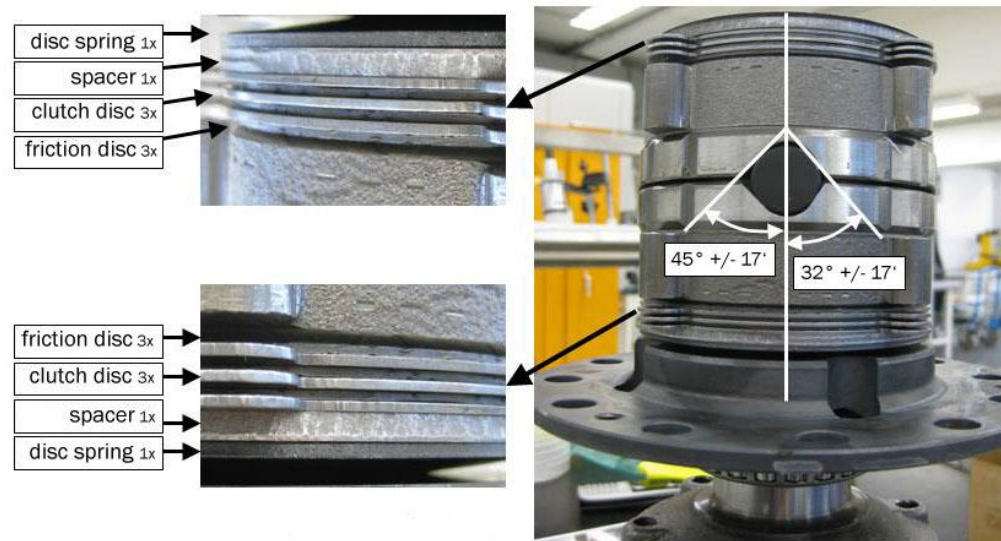
## ATTACHMENT 3

### DIFFERENTIAL LOCK RAMP ANGLES

991 (MY13-16)



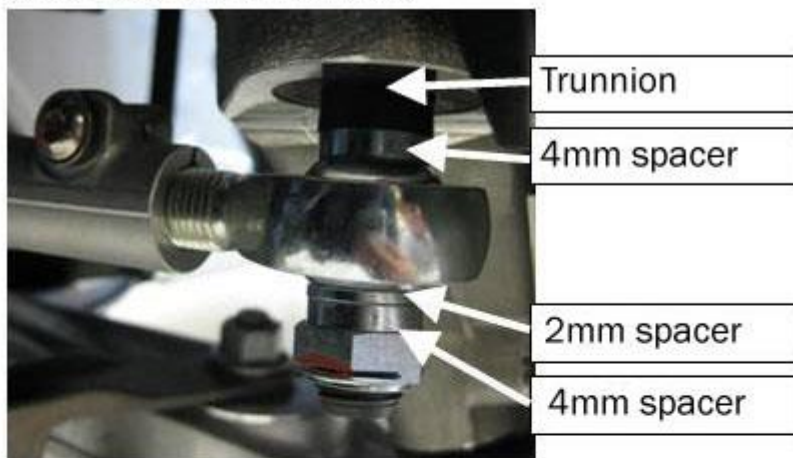
997 (MY10-12)



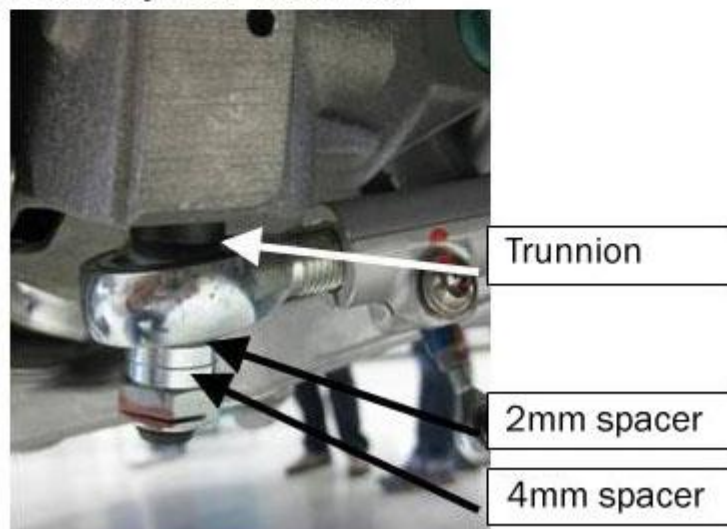
## ATTACHMENT 4

### TOE RODS (MY10-12 ONLY)

Assembly Front Track Rod



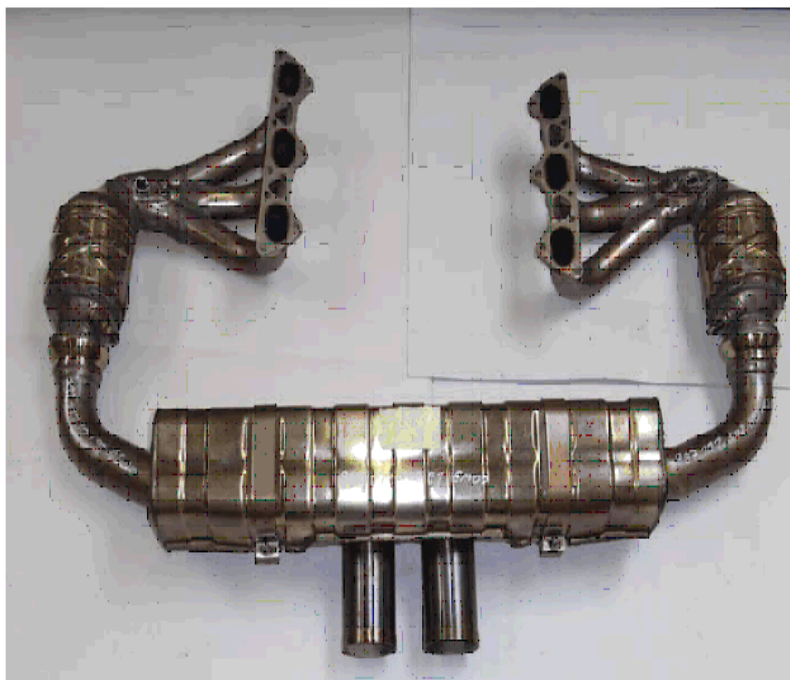
Assembly Rear Track Rod



## ATTACHMENT 5 EXHAUST SYSTEMS



Exhaust System Nr 1 'Supercup' system



Exhaust System Nr 2 with centre rear muffler and attachments

## ATTACHMENT 6

### REQUEST FOR REPAIRS

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

**Attention:**

Technical Manager  
Porsche Carrera Cup Australia

|                      |                  |
|----------------------|------------------|
| Team Name            |                  |
| Contact Name         |                  |
| Contact Phone Number |                  |
| Return Fax Number    |                  |
| Competition Number   |                  |
| Chassis Number       | <b>WP0ZZZ99Z</b> |
| Date                 |                  |

Reason for repairs (Include component)

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

**When completed please fax to 03 9473 0959 or email to [motorsport@porsche.com.au](mailto:motorsport@porsche.com.au)**