

Sporting and Technical Regulations



2021 Porsche Paynter Dixon Carrera Cup Australia Series

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Version 1

Published 04/03/2021



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2021 Porsche Paynter Dixon Carrera Cup Australia Series Sporting & Technical Regulations

A capitalised and italicised word in this document is defined in the National Competition Rules (NCR) or
Technical Appendix – Definitions Technical.

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

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2021 Porsche Paynter Dixon Carrera Cup 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 Paynter Dixon Carrera Cup Australia.

S1.2 Authority / Jurisdiction

- (a) Each *Event* in the 2021 Porsche Paynter Dixon Carrera Cup Australia Series (Series) is to be conducted under the provisions of 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 Race Director or the Clerk of the Course at an *Event*.
- (b) This Series has been sanctioned by *Motorsport Australia* as a National 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)
Troy Bundy
109-111 Victoria Parade
Collingwood VIC 3066
Tel: (03) 9473 0941
Fax: (03) 9415 7906

S2 ADMINISTRATION

S2.1 Personnel

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

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

Each *Automobile* must comply with the requirements of the 2021 Porsche Paynter Dixon 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 *Automobile*

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 17 years of age and hold a current Motorsport Australia Circuit Licence without 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) Outright/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 *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.

S6 SERIES ROUNDS / REGISTRATION

- (a) The Series will be conducted over 8 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* is 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	Circuit
1^^	20 – 21 March	Sandown
2^^	8 – 9 May	The Bend Motorsport Park
3^^	9 -11 July	Townsville
4^^	20 – 22 August	Sydney Motorsport Park
5^^	11 – 12 September	Perth
6^^	7 – 10 October	Mount Panorama
7	TBC	TBC
8^^	3 – 5 December	Surfers Paradise

^^ Denotes a round which includes races counting towards the Endurance Cup

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

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*.

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

S8.1 Round Format

- (a) Practice - A minimum of 30 minutes of practice time.
- (b) Qualifying - A minimum of 20 minutes of qualifying time.
- (c) Races - A minimum of 70 minutes of race time will be scheduled at each round of the Series as detailed in the *Supplementary Regulations*.

S8.2 Variation to Timetable

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

S9 GRID DETERMINATION

S9.1 Grid Determination

Unless otherwise stated in the *Event Supplementary Regulations*, the grid for each race will be determined as detailed in the CRSR – Progressive Grid.

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 will be prohibited 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 will be as detailed in the CRSR – Non-Championship Start – Standing Start except that, where approved by *Motorsport Australia*, the formation lap may be greater than one 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 5 rounds of the Series must be conducted for a winner of the Series and each Class to be declared.
- (c) The winner of the Series must be present at the annual Motorsport Australia Motor Sport Awards Prize Giving Ceremony. Failure to attend the ceremony by the winner will be deemed an infringement of these regulations unless prior agreement has been given by *Motorsport Australia* and may result in the loss of points and/or awards.

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:

Finish position	Points		Finish position	Points	
	Rounds with 3 Races	Rounds with 4 Races		Rounds with 3 Races	Rounds with 4 Races
1 st	60	45	15 th	11	9
2 nd	54	41	16 th	10	8
3 rd	48	36	17 th	9	7
4 th	42	32	18 th	8	6
5 th	36	27	19 th	7	5
6 th	32	24	20 th	6	4
7 th	29	22	21 st	5	3
8 th	26	20	22 nd	4	2
9 th	23	17	23 rd	3	1
10 th	20	15	24 th	2	1
11 th	18	14	25 th	1	1
12 th	16	12	26 th	1	1
13 th	14	11	27 th	1	1
14 th	12	10	28 th	1	1

- (b) In addition to the above, 1 point will be awarded to the *Driver* recording the fastest lap time during Qualifying.

- (c) Points will only be awarded to the *Drivers* classified as finishers in the final results of each race.
- (d) Points will be awarded for the following Classes:
 - (i) Outright/Pro
 - (ii) Pro-Am
- (e) Each *Driver* who is classified as a finisher in a race will be awarded Outright points in accordance with the [Table S11.2](#) relative to each other *Driver* who is classified as a finisher in that race.
- (f) The *Driver* who accumulates the greatest number of Outright points over the total number of rounds of the Series that are conducted (subject to Article S11.1(b) and S11.2(i)) will be declared the Winner of the 2021 Porsche Paynter Dixon Carrera Cup Australia Series.
- (g) Each *Driver* in the Pro-Am Class who is classified as a finisher in a race will be awarded Pro-Am Class points in accordance with [Table S11.2](#) relative to each other *Driver* who is classified as a finisher in the Pro-Am Class in that race.
- (h) The Pro-Am Class *Driver* who accumulates the greatest number of Pro-Am Class points over one round less than the total number of rounds of the Series that are conducted (subject to Article S11.1(b) and S11.2(i)) will be the winner of the Pro-Am Class.
- (i) In addition to Articles S11.2(f) and S11.2(h), if a *Driver* is unable to attend a round of the Series solely due to Government restrictions imposed because of the COVID-19 pandemic, the CM will have the discretion to alter the number of rounds that may be used to accumulate points for each *Driver* in that Class to determine the winner of the Class, e.g. if 7 rounds have been conducted, only each *Driver*'s 6 highest scoring rounds may be used. Each round where this occurs will be considered separately by the CM and any decision will be advised to each Competitor by the CM. Any decision of the CM in this regard will not be subject to protest or appeal.
- (j) 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.
- (k) 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* in the rounds they used to accumulate points for the Series, 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 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 Endurance Cup

- (a) Subject to calendar changes, the Endurance Cup will consist of 8 x 40/45-minute races across 8 rounds as outlined in [Table S7](#).
- (b) Points will be awarded for the following Classes in accordance with [Table S11.2](#):
 - (i) Outright/Pro
 - (ii) Pro-Am
- (c) Points will only be awarded to *Drivers* classified as finishers in the final results of each Endurance Cup race.

- (d) The Outright/Pro Class *Driver* who accumulates the greatest number of points over the total number of Endurance Cup races that are conducted (subject to Article S11.1(b) and S11.3(f)) will be the winner of the Outright/Pro Class.
- (e) The Pro-Am Class *Driver* who accumulates the greatest number of points over one race less than the total number of Endurance Cup races that are conducted (subject to Article S11.1(b) and S11.3(f)) will be the winner of the Pro-Am Class.
- (f) In addition to Articles S11.3(d) and S11.3(e), if a *Driver* is unable to attend a round of the Series that has an Endurance Cup race solely due to Government restrictions imposed because of the COVID-19 pandemic, the CM will have the discretion to alter the number of races that may be used to accumulate points for each *Driver* in that Class to determine the winner of the Class, e.g. if 6 races have been conducted, only each *Driver*'s 5 highest scoring races may be used. Each round where this occurs will be considered separately by the CM and any decision will be advised to each Competitor by the CM. Any decision of the CM in this regard will not be subject to protest or appeal.
- (g) In the event of a tie at the end of the Endurance Cup 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 their Class being awarded the higher Series position in that Class. If at this stage a tie still exists, it will be resolved by comparing the number of second, third or fourth places in Class (and so on) achieved by each tied *Driver* until all positions have been determined. If at this stage a tie still exists, the higher position will be awarded to the *Driver* with the higher finishing position in the final Endurance Cup 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 *Driver/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 *Event Supplementary Regulations* or the Team 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 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) An *Automobile* may not be removed from any *Parc Fermé* except at the direction of the TD or the Chief Scrutineer.

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 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 each *Automobile* proceeds onto the *Track* for the first practice session from Round 2 of the Series onwards will be determined by the Outright 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* that achieves the fastest lap time proceeding onto the *Track* first and so on.
- (d) If 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.
- (f) 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*.

S12.5 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) If 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.
- (e) Unless authorised by the TD, it is prohibited to work on an *Automobile* in the pit lane once the chequered flag has been displayed at the conclusion of a qualifying session.

- (f) 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*.

S12.6 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 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 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 communications 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 *Parc Fermé* following any practice, qualifying 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 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-R18 P2L
Rear	Michelin slick tyre – 31/71-18 Porsche Cup N2	Michelin wet tyre – 31/71-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 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 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, 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 [13.2](#) below.
- (e) For the entire Series, 16 (8 front and 8 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 one or more rounds, the total number of joker tyres will be reduced by 2 (1 front and 1 rear) for each of these rounds.
- (f) The number of previously nominated tyres is unlimited but may only be used as per Table [S13.3](#) below.
- (g) A previously nominated tyre is any tyre that has been scanned into the tyre bank for that specific *Automobile* during the 2021 Series.
- (h) 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*.
- (i) The Porsche Cars Australia database of scanned tyres will be the official record of the 2021 tyre bank for each *Automobile*.
- (j) 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.
- (k) Any replacement tyre approved for use by an Outright/Pro Class *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.

- (l) Any replacement tyre approved for use by a Pro-Am Class *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.
- (m) Unless authorised by the TD, each new control tyre must only be mounted with the barcode facing outwards. 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.
- (n) 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.
- (o) 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.
- (p) 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	Qualifying and Races
1	16 Joker Tyres	8
2		8
3		8
4		8
5		8
6		8
7		TBC
8		8

S13.3 Table Previously nominated tyre usage

Round	Practice	Warm Up	Qualifying and Races
All	Yes	Yes	No

Please note: The TD will be sole arbiter with regard to 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 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 the re-fuelling, only the following personnel that are participating in the re-fuelling will be permitted in the garage area surrounding the *Automobile*.
 - (i) A maximum of 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 Technical Appendix - Schedule D of the *Motorsport Australia Manual*.

S15 AUTOMOBILE MARKINGS

S15.1 Exclusivity

- (a) Unless otherwise advised in writing by the CM, 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.
- (b) The current status of official Series and cooperation partners can be requested from the CM.

S15.2 Automobile Markings and Series Identification

- (a) Unless specifically approved by *Motorsport Australia*, in addition to the requirements detailed below and [Attachment 1](#) of these regulations, each *Automobile* must comply with Technical Appendix - Schedule K of the *Motorsport Australia 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.

Reference Number	Quantity	Size (mm)	Symbol	Car Position
1	1	120 x 557	MICHELIN	Centre / Top front bumper
1A	2	200 high	Competition Number Pro = Orange Pro-Am = Yellow	Right-side front windscreen / Left-side rear windscreen
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	Reserved PCA	Left and Right front bumper
5	2	110 x 110	Reserved PCA	Left and Right front bumper
6	2	80 high	Driver's Surname	Left and Right door window
7	2	110 x 110	Reserved PCA	Left and Right side rear view mirrors
8A	1	30 high	www.porsche.com.au	A' pillar (Non-Driver's side)

8B	1	30 high	www.carreracup.com.au	A' pillar (Driver's side)
9	1	61 x 275	MOBIL 1	Rear bumper, affixed on delivered number plate
10	2	45 high letters	Driver Classification	Left and Right B Pillar
11	2	60 x 190	BOSS	Left and Right rear side panel above sill
12	2	100 high	Competition Number Pro = Orange Pro-Am = Yellow	Left and Right rear side window
13	2	142 x 210	Reserved PCA	Left and Right rear wing end plate
14	2	61 x 361	MICHELIN	Left and Right of rear number plate
16	1	30 x 260	PORSCHE & GT3 CUP	Original position, centre rear panel
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	Motorsport Australia	Left and Right sill
23	2	400 x 400	Reserved PCA	Left and Right front bumper
24	2		Reserved PCA	Left and Right headlight
25a	2		Reserved PCA	Left and Right daytime running light
25b	2	60 x 300	TAG Heuer	Above Left and Right daytime running light
26	1	200 high	Paynter Dixon	Front top windscreen banner
27	1	160 high	Paynter Dixon	Rear top windscreen banner

S15.3 Competition Numbers

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 "International" in Table 1.1 of Technical Appendix - Schedule D of the *Motorsport Australia Manual*.

S16.2 Reserved Signage on Racing Overalls

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

PORSCHE PAYNTER DIXON CARRERA CUP AUSTRALIA

Race Suit Signage Regulations



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 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.

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 5 working days before the date of the proposed test; and
 - (ii) obtain permission from the CM to conduct a Test day; which permission will 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 VBox Video HD2 Camera System

- (a) Each *Automobile* must be fitted with a VBox Video HD2 camera system.
- (b) It is prohibited to fit any additional on-board camera.
- (c) Each *Competitor* will be required to 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 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 may 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) The USB storage device must be clearly identified with the *Automobile's* competition number.
- (h) A Team is prohibited to remove the USB storage device while the *Automobile* is under *Parc Fermé* 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 will be allocated signage area within view of the TV production in-car camera as per [Attachment 3](#) which must be approved by the CM.

S20 GROUND CLEARANCE

- (a) It is prohibited 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*.
- (b) Any *Competitor* or team member found adjusting the ride height of the *Automobile* during a qualifying session of an *Event* will result in a penalty of *Disqualification* of the *Automobile* from that session being imposed.

S21 ABS

- (a) ABS is prohibited.
- (b) Each *Automobile* must be fitted with the ABS dummy block – part number MTH355335.

S22 TELEMETRY, DATA RECORDING SYSTEMS

- (a) At any time during an *Event*, the TD 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 prohibited during any Qualifying session and Race from the time the *Automobile* enters the marshalling area until the *Automobile* is released from *Parc Fermé*.

S23 DRY TO WET PROCEDURE

- (a) Prior to the *Automobiles* being called to the marshalling area, if the *Track* is declared wet prior to the *Automobiles* being called to the marshalling area, Articles S23 (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* must 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 procedure for resuming the race will be as detailed in the CRSR – 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 will be stopped and not restarted.

S24 PASSENGER RIDES

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

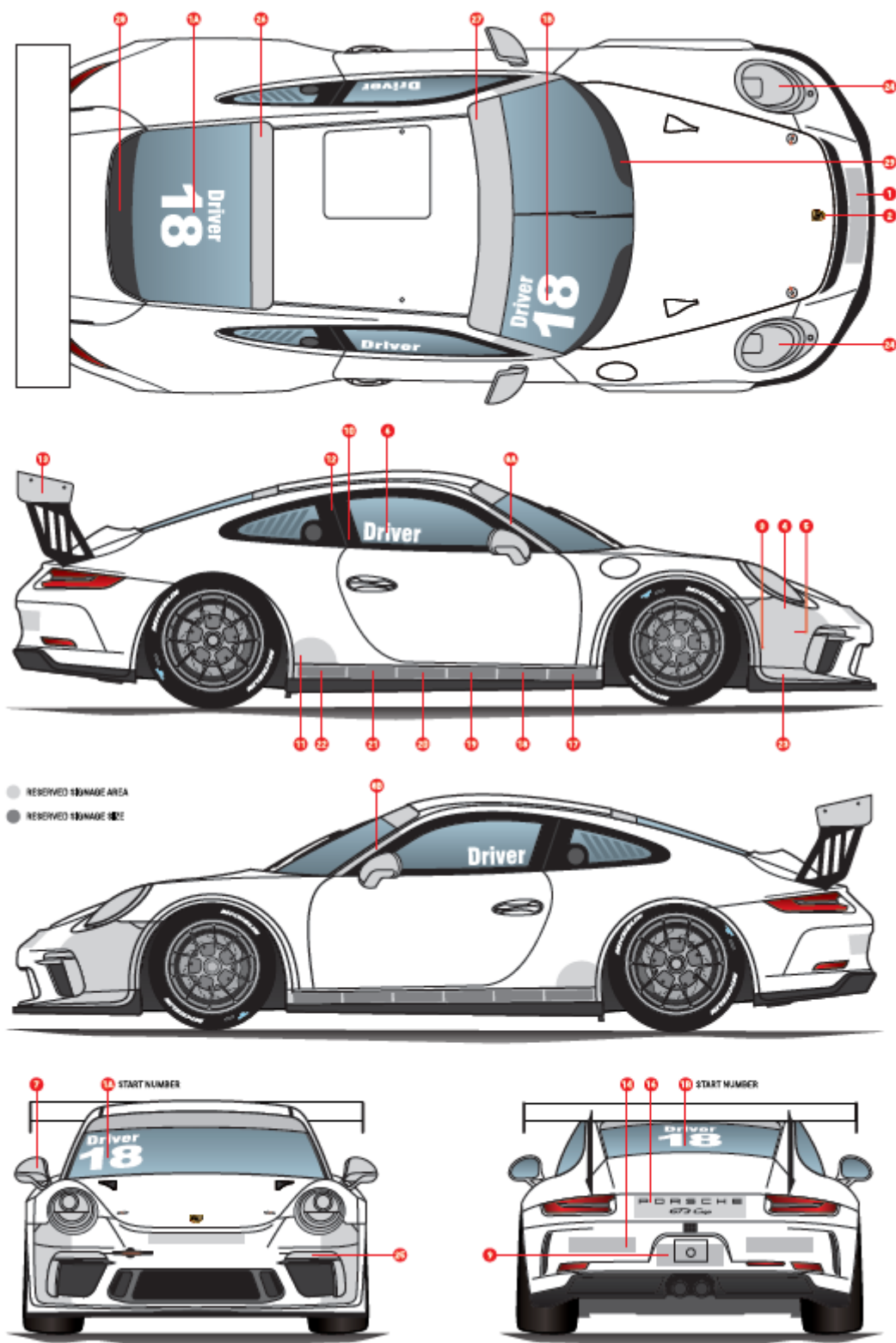
S25 PORSCHE PAYNTER DIXON CARRERA CUP AUSTRALIA CODE OF CONDUCT

- (a) The Porsche Paynter Dixon 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 Paynter Dixon 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 Paynter Dixon Carrera Cup Australia through their conduct and their communication.
- (b) 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 Paynter Dixon 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.
- (c) For this reason, all those involved agree to acknowledge the philosophy of the Porsche Paynter Dixon Carrera Cup Australia and to comply with the rules of conduct of the Series.
- (d) Both on and also adjacent to the *Track*, all those involved must:
 - (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.
- (e) 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;
 - (vii) may be excluded from the Porsche Paynter Dixon Carrera Cup Australia Series.
- (f) Continued participation in this Series may be prohibited until any fine imposed is paid in full.

ATTACHMENT 1

Automobile Markings



ATTACHMENT 2

Fuel Container



ATTACHMENT 3

In Car Camera Reserved Signage



The area indicated on the dash in white (400mm x 85mm) and the inside of the door coverings are allocated to a *Competitor* for the use of personal sponsors. No other *Competitor* signage shall be permitted.

2021 Porsche Paynter Dixon Carrera Cup Australia Series

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 911 GT3 Cup (Type 991 II) *Automobiles* with a Race Vehicle Authorization Certificate (RVAC) will be eligible to compete in the 2021 Porsche Paynter Dixon 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 [ATTACHMENT 1](#).

T2.2 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 all of these Technical Regulations.
- (b) Should the Technical Delegate (TD) suspect at any time that an *Automobile* does not comply with these Regulations, the *Competitor*, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- (c) Any comment so made may be recorded by the TD, and subsequently may be presented at any Stewards' Inquiry or Hearing.
- (d) Should the TD fail to receive an adequate comment on the suspected or alleged ineligibility, which the TD alone has sole discretion to consider as adequate or satisfactory, the TD may require the *Automobile* to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- (e) At the discretion of the Stewards and/or the TD, any 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 all markings and *Seals* on the *Automobile* in accordance with the Sporting Regulations and Technical Appendix - Schedule K of the *Motorsport Australia Manual* and an operating timing transmitter in position on the *Automobile*.

T3.2 Targeted Scrutiny

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

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 prohibited 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* and mounting bracket/s 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 *Seat* 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 Frontal Head Restraint system is mandatory.

T4.6 Window Net

Each *Automobile* must be fitted with the after sales window net as specified below and mounted in compliance with the Porsche AG mounting instructions.

Description	Part Number
AS Safety Net Side	9917225217A
F-Kit Holder Seat Belt	917225117C
AS Safety Net Centre	9917225237A

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 run off 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 in conjunction with the *Ballast* mounting plate supplied by Porsche.

T4.8 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 2 litres in capacity. Only 1 drink bottle is permitted per *Automobile*. The drink bottle must only be of proprietary manufacture and securely mounted and to the satisfaction of the TD.

T4.9 In-Car Cameras

Other than those fitted by personnel authorised by the television network for TV production purposes and approved by the CM, only the Vbox Video HD2 camera system as determined by the CM is permitted. The installation of the camera and associated components must be to the satisfaction of the TD and Chief Scrutineer.

T4.10 Timing Transmitter

The location of the Dorian Data 1 transmitter must 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 [ATTACHMENT 2](#).

T4.11 Fire Extinguisher

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

T4.12 Side and rear windows

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

Location	Part Number
Door Window Left	991.542.511.8E
Door Window Right	991.542.512.8E
Rear Side Window Left	991.543.511.8G
Rear Side Window Right	991.543.512.8G
Rear Window	991.545.111.8F

T4.13 Coachwork

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

T4.14 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 TD.

T4.15 Air Intake Blanking

It is prohibited for air intakes in the front bumper bar to be partially or completely blanked.

T5 TRANSMISSION/DIFFERENTIAL

- (a) The ramp angles are 52° (drive) and 30° (coast), refer to [ATTACHMENT 7](#).
- (b) The minimum locking torque of the differential measured at the wheel nut with a blocked meshing gear is 65 Nm.

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 [ATTACHMENT 1](#).

T7 ENGINE AND TRANSMISSION REPAIRS

T7.1 Duty of Notification

- (a) The *Competitor* must notify the CM, in writing, of any required repairs to the below listed components by submitting the Request for Repairs Form. (Sample shown in [ATTACHMENT 3](#)).
- (b) Unless prior written confirmation has been received from the CM, any work to these components is prohibited to be undertaken by a *Competitor*. The CM reserves the right to inspect any *Automobile* prior to this authority being granted.
- (c) Any breach of the requirement for notification will 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 TD, refer [ATTACHMENT 3](#)
 - (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 the required *Seals*.
- (c) The above protocol is to ensure continuity and parity between *Automobiles*.
- (d) Any breach of the above direction will be referred to the Stewards.

T8 SEALS

- (a) The CM will supply and fit engine and gearbox *Seals* to each *Automobile* determined to be eligible to compete. These *Seals* must be fitted to the camshaft housing covers on the right and left hand sides of the engine (2 *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) Unless written advice has been forwarded to the CM and the CM has given written permission for the *Seals* to be removed, the *Competitor* of an *Automobile* found not to have *Seals* fitted may be referred to the Stewards.
- (e) At all times, the TD will be a Judge of Fact in respect of any *Seals* fitted to an *Automobile*.

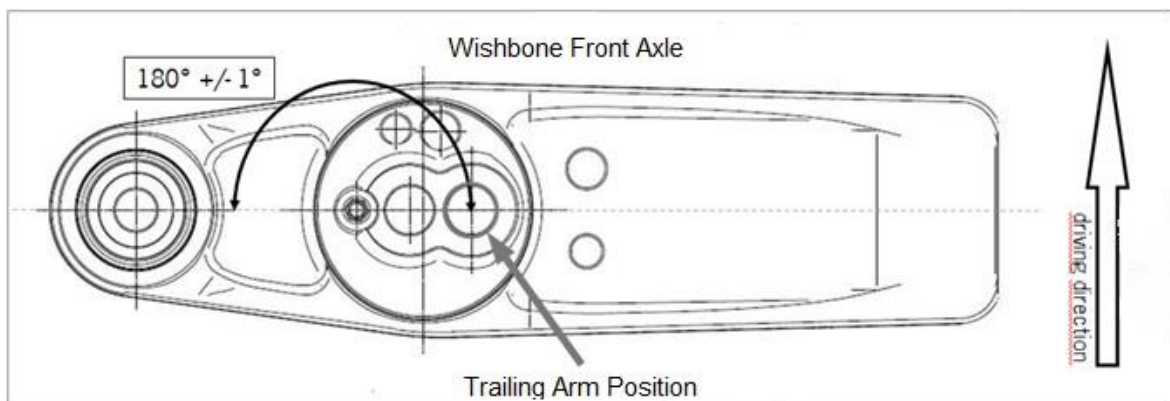
T9 SUSPENSION

T9.1 Suspension

- (a) The suspension must only 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 II (MY17-19)	18 mm	15 mm
Phillip Island Circuit Only		
Type 991 II (MY17-19)	14 mm	12 mm

- (b) The diagonal link mounting points on the front control arms must be retained at the factory position (shortest wheel base). Middle position is prohibited.



T9.2 Dampers and Springs

- (a) Only the factory-installed Sachs shock absorbers and H&R chassis springs, as per the table below, in their original condition are permitted to be used.

	Front	Rear
Sachs Damper	991.343.045.8D	991.333.051.8A
Main 240/60/120	991 343 531 8C	
Tender 75/60/42	996 343 537 90	
Main 260/60/130		991 333 531 8C
Tender 80/60/60		997 333 537 90

- (b) The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.
- (c) The TD may, at any time, request the removal of the dampers and springs from any *Automobile* for the purpose of testing and/or eligibility checking. The TD may require the dampers and springs to be taken to another location for testing.

T9.3 Ground Clearance

- (a) The minimum ground clearance of the ready-to-drive *Automobile* (with the *Automobile* ballasted as per T13 and fitted with 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 78 mm and the clearance at the rear axle a minimum of 100 mm.
- (c) The measuring points are as below and are depicted in [Attachment 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 will be as determined by the TD.
- (g) Each *Automobile* that records a height 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 height may include *Disqualification* from the *Event*.

T9.4 Anti-Roll bars

The disconnection of the anti-roll bars is permitted under the condition that no parts are removed from the *Automobile*. Only the seven anti-roll bar blade adjustment positions may be used.

T10 BRAKES

The brake system and components must comply with [Attachment 1](#).

T11 TELEMETRY, DATA RECORDING SYSTEM AND ECU

T11.1 Telemetry

The use of telemetry is prohibited.

T11.2 Data Recording System

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

T11.3 ECU and Wiring Loom

- (a) The Bosch Motronic MS4.6 NG electronic control unit coded and sealed by PCA is the only unit to be used.
- (b) The Bosch Motronic MS4.6 NG electronic control unit including the complete wiring loom must be used without being changed.
- (c) The TD 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*.

T11.4 Verification – ECU Data Monitor

- (a) At any time the TD 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 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 there from.
- (e) ECU data logging by any *Competitor* and/or *Driver* is prohibited.

T12 WHEELS

- (a) Only the wheels detailed in [Attachment 1](#) are permitted.
- (b) Each *Competitor* must have a minimum of 3 full sets of wheels for each *Automobile*.
- (c) Each wheel must be fitted with original specified pressure and temperature sensors. Only the use of a valve cap that prevents the passage of air is permitted.

T13 RACING WEIGHT

- (a) Subject to the provisions of Article [T4.7\(c\)](#) of these Regulations, each *Automobile* must achieve a minimum *Racing Weight* of 1313 kg.
- (b) This weight will consist of a minimum *Automobile* weight of 1228 kg and minimum *Driver* weight of 85 kg, including all personal equipment as recorded by the TD at the *Driver's* first *Event* of the Series.
- (c) A *Driver* equalisation weight will be added to the minimum *Automobile* weight for any *Driver* weighing less than 85 kg. For example, if a *Driver's* recorded weight is 83 kg, the minimum *Automobile* weight will be increased by 2 kg (*Driver* equalisation weight) to 1230 kg.
- (d) Any *Driver* equalisation weight or *Automobile Ballast* weight must be fixed to the top of the mounting plate (part number 9915048477B) 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 [ATTACHMENT 6](#).
- (e) The camera weights (part number 99150484800 and 99150484801) as supplied by Porsche must be fitted to inboard mounting points on the underside of the mounting plate. The camera weight may be removed if the *Automobile* is fitted with an official camera system.
- (f) 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.
- (g) Each *Automobile* that records a weight less than the stipulated minimums 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*.

T14 LUBRICANTS

T14.1 Engine Oil

- (a) Only Mobil 1 0W40 or Mobil 1 ESP X3 0W40 engine oils may be used in the engine at all times during any practice, qualifying or race.
- (b) Any addition of additives to the engine oil is prohibited.

T14.2 Gearbox Oil

- (a) Only Mobil Lube 1 SHC 75W90 gear oil may be used in the gearbox at all times during any practice, qualifying or race.
- (b) Any addition of additives to the gearbox oil is prohibited.
- (c) There is to be a minimum of 2.7 litres of gearbox oil in the gearbox at all times.

T14.3 Oil Samples

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

T15 FUEL SYSTEM

- (a) Each *Automobile* is required to arrive at the *Event* with no fuel in the tank.
- (b) Only the control fuel, as per S14(a), may be used at each *Event*.
- (c) The TD is entitled to take fuel samples from an *Automobile* competing at any time during an *Event*.

- (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.

T16 REAR SPOILER

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

T17 FRONT LIP

The only version of front lip (closed) approved for use on the Porsche 911GT3 Cup (Type 991 II) MY 17-18 is Part # 9F0807061

T18 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	Sandown	Nr 2
2	The Bend Motorsport Park	Nr 1
3	Townsville	Nr 1
4	Sydney Motorsport Park	Nr 1
5	Perth	Nr 1
6	Mount Panorama	Nr 1
7	TBC	TBC
8	Surfers Paradise	Nr 1

T19 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.

T20 STEERING

Only 1 hub extension, providing a 20 mm extension (part number 99734728790) is permitted to be fitted between the steering quick coupler and the steering column.

ATTACHMENT 1

2021 CARRERA CUP APPROVED VEHICLE SPECIFICATION RECOGNITION DOCUMENT

This form details the approved specifications of the *Automobile* model and shall be referred to as the "Recognition Document".

Model Type: 911 GT3 Cup (991 II)
Model Year: 2017-2021 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:	Height – Via spring seat	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:	Height – Via spring seat	Method:	Thread
1.4 STEERING			
Type:	Rack and Pinion	Make:	Porsche
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	

SECTION 2 - ENGINE

2.1 ENGINE			
Make:	Porsche		
Model:	MA178		
No. cylinders:	Six (6)	Configuration:	Flat
Cylinder Block-material:	Aluminium	Four Stroke:	Yes
Bore - Original:	102 mm	Max. allowed:	102mm
Stroke - original:	81.5mm	Max. allowed:	81.5mm
Capacity - original:	3996cc	Max. allowed:	3996cc
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 NG	No: 991.618.603.8B	
Make:	Porsche	Type: Motronic/Bosch	
Injector:	Porsche	No: 9A11.092.892	

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. 9971161259A
	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:	G91/70	
No. forward speeds:	Six (6)	
1 – 13/41 3.154	2 – 17/40 2.353	3 – 19/36 1.895
4 – 19/29 1.526	5 – 24/30 1.250	6 – 34/35 1.029
3.3 FINAL DRIVE		
Diff. Make: Porsche	Ramp Angle = 52° Drive & 30° Coast	Part No. 9913320859L
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	14/22 1.571	
Comments:	Oil cooler and pump fitted as standard	
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Description:	CV type Shafts	
Part No:	9913320248L	
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
	10.5J x 18 – 28mm offset	12J x 18 – 53mm 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:	Part No. 9A260301800	
Battery Location:	Passenger foot well Part No. 999.611.070.12	
4.3 BODYWORK		
Type:	Coupe	Material: Smart Aluminium – steel Composite
4.4 DIMENSIONS		
Wheelbase:	2,456 mm +/- 15mm	
Overall length	4,577 mm	
Total width	1,978 mm	
Front overhang	1,046 mm	
Rear overhang (excluding wing)	1,075 mm	
4.5 PERMITTED MODIFICATIONS		
No modifications or deviations from the standard specification of the <i>Automobile</i> are permitted.		

ATTACHMENT 2

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



ATTACHMENT 3

REQUEST FOR REPAIRS

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

Attention:

Technical Manager
Porsche Carrera Cup Australia

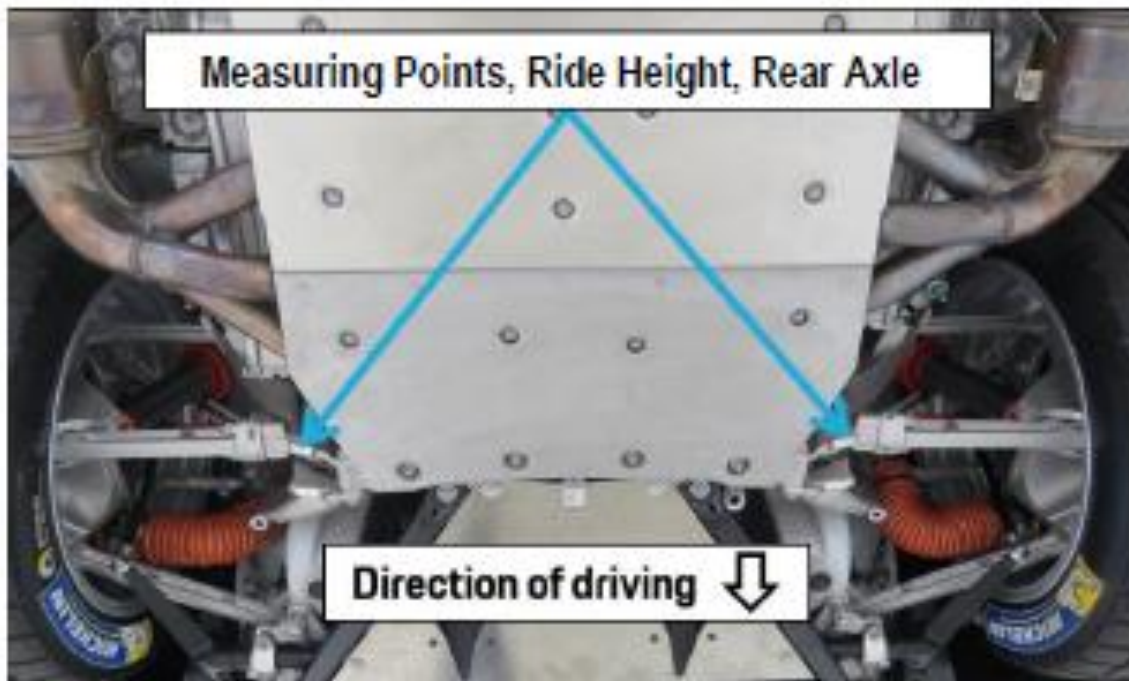
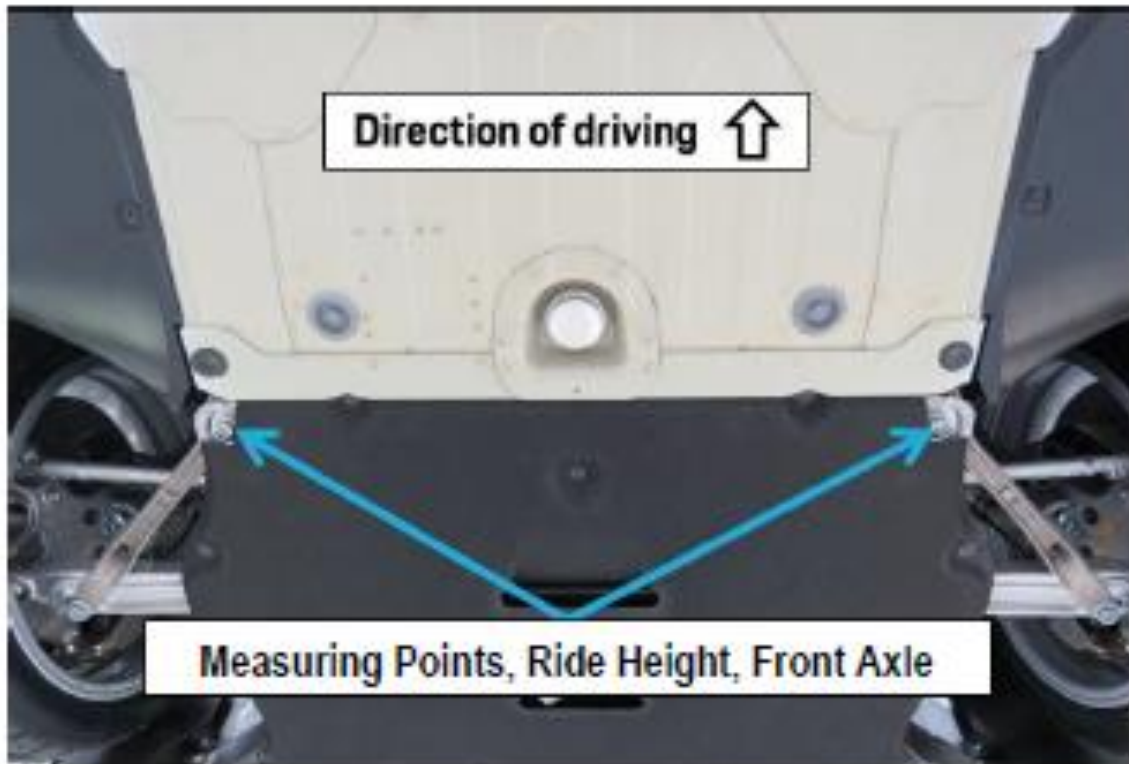
Team Name	
Contact Name	
Contact Phone Number	
Return Fax Number	
Competition Number	
Chassis Number	WP0ZZZ99Z
Date	

Reason for repairs (Include component)

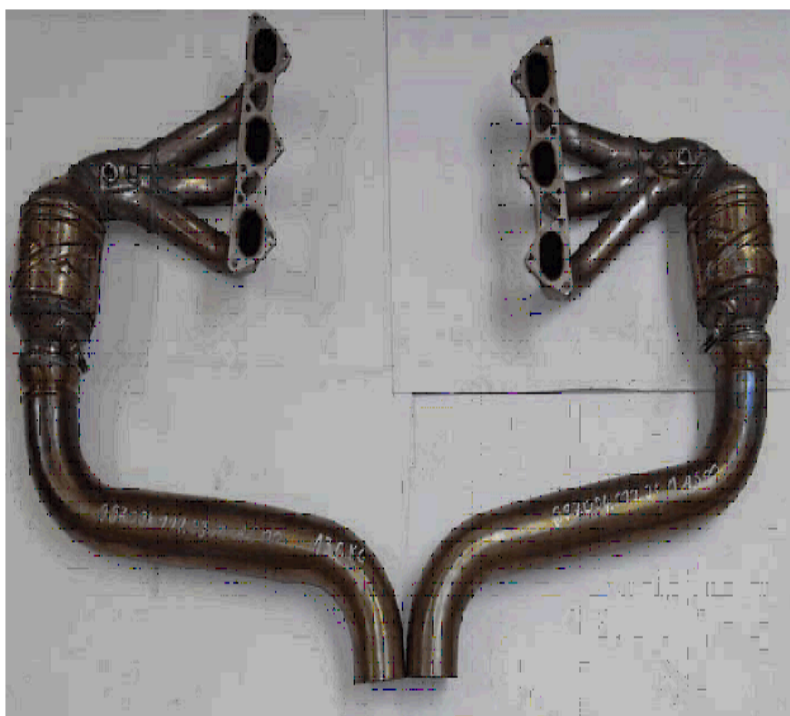
Office Use Only
Date Received: _____
Approval Nr: _____
Approval Date: _____

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

ATTACHMENT 4



ATTACHMENT 5



Exhaust System Nr 1 'Supercup' system

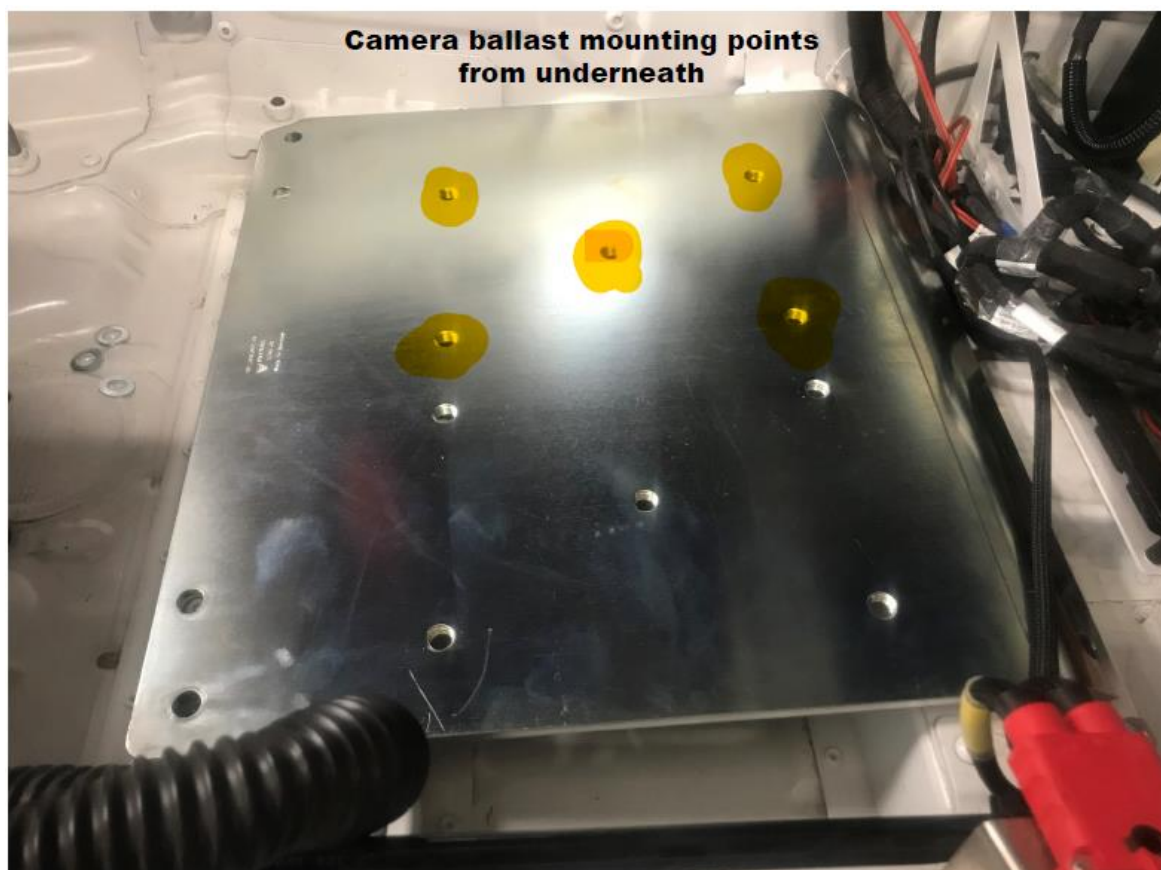


Exhaust

with centre rear muffler and attachments

System Nr 2

ATTACHMENT 6



ATTACHMENT 7

