

Sporting and Technical Regulations



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2022 Porsche Paynter Dixon Carrera Cup Australia Championship

Sporting and Technical Regulations



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2022 Porsche Paynter Dixon Carrera Cup Australia Championship Sporting & Technical Regulations

A capitalised and italicised word in this document is defined in the FIA International Sporting Code (*Code*), the National Competition Rules (*NCR*), including their Appendices or Attachment K of this document.

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

CONTENTS

S1	TITLE AND JURISDICTION	6
	S1.1 Title.....	6
	S1.2 Authority / Jurisdiction	6
S2	ADMINISTRATION	6
	S2.1 Personnel.....	6
S3	COMPETITOR ELIGIBILITY.....	7
S4	AUTOMOBILE ELIGIBILITY	7
	S4.1 Replacement Automobile.....	7
S5	DRIVER ELIGIBILITY	7
	S5.1 Driver Classification	7
	S5.2 Substitute Driver	7
S6	CHAMPIONSHIP ROUNDS / REGISTRATION	7
S7	CHAMPIONSHIP CALENDAR	8
S8	ROUND FORMAT	8
	S8.1 Round Format.....	8
	S8.2 Qualifying Format	8
	S8.3 Variation to Timetable.....	8
S9	GRID DETERMINATION	9
	S9.1 Grid Determination	9
	S9.2 Driver Qualification	9
S10	START PROCEDURE	9
S11	AWARDS AND POINTSCORE.....	9
	S11.1 Prizes and Trophies	9
	S11.2 Championship Pointscore.....	9
	S11.3 Endurance Cup	11
S12	EVENT OPERATIONS	12
	S12.1 Championship Registration and Entry	12
	S12.2 Driver/Team Manager Briefings	12
	S12.3 Parc Fermé	12
	S12.4 Practice.....	12
	S12.5 Qualifying	13
	S12.6 Warm Up	13
	S12.7 Pit Lane.....	13
	S12.8 Removal of Automobiles from the Circuit	13

S12.9	Radio Communication to/from Automobile.....	13
S12.10	Race Management Channel (RMC).....	14
S12.11	Lap Triggers	14
S13	TYRES	14
S13.1	Tyre Regulations	14
S13.2	Table New tyre usage	16
S13.3	Table Previously nominated tyre usage.....	16
S14	FUEL.....	16
S15	AUTOMOBILE MARKINGS.....	16
S15.1	Exclusivity	16
S15.2	Automobile Markings and Championship Identification	17
S15.3	Competition Numbers	17
S16	DRIVER APPAREL	17
S16.1	Standard of Apparel	17
S16.2	Reserved Signage on Racing Overalls	17
S17	TESTING	18
S17.1	Testing Restrictions	18
S17.2	Pre testing Procedures	18
S18	RAIN LIGHT.....	18
S19	IN-CAR CAMERAS	18
S19.1	VBox Video HD2 Camera System.....	18
S19.2	TV Production Cameras	19
S20	GROUND CLEARANCE.....	19
S21	ABS	19
S22	TELEMETRY, DATA RECORDING SYSTEMS.....	19
S23	DRY TO WET PROCEDURE.....	19
S24	PASSENGER RIDES.....	20
S25	PORSCHE PAYNTER DIXON CARRERA CUP AUSTRALIA CODE OF CONDUCT	20
ATTACHMENT A.....		22
Automobile Markings		22
ATTACHMENT B.....		23
Fuel Container.....		23
ATTACHMENT C.....		24
In Car Camera Reserved Signage		24
T1	PREAMBLE.....	25
T2	ELIGIBILITY	25
T2.1	Eligible Automobiles	25
T2.2	Examination for Eligibility	25
T3	SCRUTINEERING	26
T3.1	Onus on Competitor	26
T3.2	Targeted Scrutineering	26
T4	COCKPIT	26
T4.1	Safety Cage	26
T4.2	Windscreen	26

T4.3	Pit Lane Speed Limiter	26
T4.4	Seat	26
T4.5	Safety Harness	26
T4.6	Window Net	27
T4.7	Cool Suit Associated Components	27
T4.8	Drink Bottle	27
T4.9	In-Car Cameras	27
T4.10	Timing Transmitter	27
T4.11	Fire Extinguisher	27
T4.12	Coachwork	27
T4.13	Ventilation	27
T4.14	Air Intake Blanking	27
T5	TRANSMISSION/DIFFERENTIAL	27
T6	ENGINE TYPE	28
T7	ENGINE AND TRANSMISSION REPAIRS	28
T7.1	Duty of Notification	28
T7.2	Repairs	28
T8	SEALS	28
T9	SUSPENSION	29
T9.1	Suspension	29
T9.2	Dampers and Springs	29
T9.3	Ground Clearance	29
T9.4	Anti-Roll bars	30
T10	BRAKES	30
T11	TELEMETRY, DATA RECORDING SYSTEM AND ECU	30
T11.1	Telemetry	30
T11.2	Data Recording System	30
T11.3	ECU and Wiring Loom	30
T11.4	Verification – ECU Data Monitor	30
T12	WHEELS	31
T13	RACING WEIGHT	31
T14	LUBRICANTS	31
T14.1	Engine Oil	31
T14.2	Gearbox Oil	31
T14.3	Oil Samples	32
T15	FUEL SYSTEM	32
T16	AERODYNAMIC DEVICES	32
T17	EXHAUST SYSTEM	32
T18	COOLING SYSTEM	32
T19	STEERING	33
ATTACHMENT D	34
	Recognition Document	34
ATTACHMENT E	38
	Request for Repairs	38

ATTACHMENT F	39
Ride Height Measuring Points.....	39
ATTACHMENT G	40
Exhaust System	40
ATTACHMENT H	41
Camera Ballast Mounting Points.....	41
ATTACHMENT I	42
Transmission/Differential Ramp Angles.....	42
ATTACHMENT J	43
Seat Padding	43
ATTACHMENT K	44
Definitions.....	44

2022 Porsche Paynter Dixon Carrera Cup Australia Championship

Sporting Regulations

S1 TITLE AND JURISDICTION

S1.1 Title

This *Championship* will only be known as and referred to as the 2022 Porsche Paynter Dixon Carrera Cup Australia Championship.

S1.2 Authority / Jurisdiction

- (a) Each *Round* of the 2022 Porsche Paynter Dixon Carrera Cup Australia Championship (*Championship*) is to be held under the FIA International Sporting Code (*Code*) including Appendices; the *Motorsport Australia* National Competition Rules (*NCR*) and Circuit Race Standing Regulations (*CRSR*); the Sporting and Technical Regulations issued for this *Championship* by *Motorsport Australia*; *Supplementary Regulations* issued by the *Organiser*; 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 *Championship* has been sanctioned by *Motorsport Australia* as a National Championship.
- (c) Porsche Cars Australia Pty Ltd (*PCA*) has been appointed as the Category Manager (*CM*) by *Motorsport Australia* for this *Championship*.

Contact Details: Porsche Cars Australia Pty Ltd (ABN 67 004 327 048)
Barry Hay
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 *Championship* 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 Stuart
 - (ii) Technical Delegate (*TD*) TBA
 - (iii) PAG Technical Advisor (*TA*) Dominik Quosdorf
 - (iv) Driving Standards Advisor (*DSA*) Cameron McConville
 - (v) Category Administrator (*CA*) Barry Hay

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the *Championship*, 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 2022 Porsche Paynter Dixon Carrera Cup Australia Championship Technical Regulations to be eligible to compete in the *Championship*. 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*, any *Automobile* that has been entered to compete at that *Round* may not be replaced with another *Automobile*.

S5 DRIVER ELIGIBILITY

To be eligible to compete in the *Championship*, a *Driver* must be a minimum of 17 years of age and hold a current 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 *Championship* 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 Driver

Prior to the commencement of the first qualifying session at each *Round*, 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 CHAMPIONSHIP ROUNDS / REGISTRATION

- (a) The *Championship* will be conducted over 8 *Rounds* as detailed in the Championship Calendar below.
- (b) Each race conducted as a part of the *Championship* will count in determining the final results.
- (c) Each *Competitor* is required to be registered with the *CM* prior to competing in the *Championship*.

S7 CHAMPIONSHIP CALENDAR

The *Championship* will be conducted over the following *Rounds*:

<i>Round</i>	<i>Date</i>	<i>Circuit</i>	<i>Qualifying Format</i>
1 [^]	7 – 10 April	Albert Park	1
2 [^]	20 – 22 May	Winton	2
3	17 – 19 June	Hidden Valley	1
4 [^]	8-10 July	Reid Park, Townsville	2
5 [^]	29 – 31 July	The Bend Motorsport Park	1
6 [^]	19 -21 August	Sandown	1
7 [^]	6 - 9 October	Mount Panorama	1
8 [^]	28 – 30 October	Surfers Paradise	2

[^] Denotes a *Round* which includes races counting towards the Endurance Cup

Note: The above calendar is subject to change. 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* and will be advised in the *Supplementary Regulations* issued for an *Event*.

Generally, the format for each *Round* will be as follows:

S8.1 Round Format

- (a) Practice - A minimum of 30 minutes of practice time.
- (b) Qualifying - Refer S8.2 and [Table S7](#).
- (c) Races - A minimum of 70 minutes of race time will be scheduled at each *Round* as detailed in the *Supplementary Regulations*.

S8.2 Qualifying Format

- (a) Qualifying Format 1 – 1 x 20 minute qualifying session for Pro and Pro-Am Class *Automobiles*.
- (b) Qualifying Format 2 – 1 x 15 minute qualifying session for Pro Class *Automobiles*; plus
1 x 15 minute qualifying session for Pro-Am Class *Automobiles*.

S8.3 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

- (a) The grid for each race will be made up of both Pro and Pro-Am Class *Automobiles*.
- (b) The grid for the first race at each *Round* will be determined as follows:
 - (i) the Pro Class *Automobile* with the fastest qualifying lap time on grid position 1; followed by
 - (ii) the remainder of the Pro Class *Automobiles* in order of fastest qualifying lap time; followed by
 - (iii) the Pro-Am Class *Automobile* with the fastest qualifying lap time on the first available grid position after the last Pro Class *Automobile*; followed by
 - (iv) the remainder of the Pro-Am Class *Automobiles* in order of fastest qualifying lap time.
- (c) The grid for each subsequent race at that *Round* will be determined as detailed in the *CRSR* except that all Pro Class *Automobiles* will be gridded in front of the Pro-Am Class *Automobiles*.
- (d) A rear of grid penalty will place the *Automobile* at the rear of the grid for the Class of that *Automobile*.

S9.2 Driver Qualification

Any *Driver* whose best lap time achieved in a qualifying session exceeds 109% of the fastest lap time achieved by an *Automobile* in their Class in that session will be prohibited to further compete at that *Round* unless approved otherwise by the Stewards due to exceptional circumstances.

S10 START PROCEDURE

Unless otherwise stated in the *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* must be conducted for a winner of the *Championship* and each Class to be declared.
- (c) The winner of the *Championship* 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 Championship Pointscore

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

Finish position	Points			Finish position	Points		
	Rounds with 2 races	Rounds with 3 races	Rounds with 4 races		Rounds with 2 races	Rounds with 3 races	Rounds with 4 races
1 st	90	60	45	15 th	17	11	9
2 nd	81	54	41	16 th	15	10	8
3 rd	72	48	36	17 th	14	9	7
4 th	63	42	32	18 th	12	8	6
5 th	54	36	27	19 th	10	7	5
6 th	48	32	24	20 th	9	6	4
7 th	44	29	22	21 st	7	5	3
8 th	39	26	20	22 nd	6	4	2
9 th	34	23	17	23 rd	4	3	1
10 th	30	20	15	24 th	3	2	1
11 th	27	18	14	25 th	1	1	1
12 th	24	16	12	26 th	1	1	1
13 th	21	14	11	27 th	1	1	1
14 th	18	12	10	28 th	1	1	1

- (b) In addition to the above, 1 point will be awarded to each *Driver* awarded pole position in their Class in the Final Classification for Qualifying. This point will be added to the *Round* points.
- (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) Pro
 - (ii) Pro-Am
- (e) Each *Driver* in the Pro Class who is classified as a finisher in a race will be awarded Pro Class points in accordance with the [Table S11.2](#) relative to each other *Driver* who is classified as a finisher in the Pro Class in that race.
- (f) The *Driver* who accumulates the greatest number of Pro Class points over the total number of *Rounds* that are conducted (subject to Article S11.1(b) and S11.2(i)) will be declared the 2022 Porsche Paynter Dixon Carrera Cup Australia Champion.
- (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 *Driver* who accumulates the greatest number of Pro-Am Class points over the total number of *Rounds* that are conducted (subject to Article S11.1(b) and S11.2(i)) will be declared the winner of the 2022 Porsche Paynter Dixon Carrera Cup Australia Championship Pro-Am Class.
- (i) In addition to Articles S11.2(f) and S11.2(h), if a *Driver* is unable to attend a *Round* 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* 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*, 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 *Championship* 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 *Championship*, with the *Driver* with the highest number of first places being awarded the higher *Championship* position. If 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 7 x 40/45-minute races across 7 *Rounds* as outlined in [Table S7](#).
- (b) Points will be awarded for the following Classes in accordance with [Table S11.2](#):
 - (i) 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 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 Endurance Cup Pro Class.
- (e) The Pro-Am 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 Endurance Cup Pro-Am Class.
- (f) In addition to Articles S11.3(d) and S11.3(e), if a *Driver* is unable to attend a *Round* 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 Endurance Cup race results achieved by each tied *Driver*, the *Driver* with the highest number of first places in their Class being awarded the higher Endurance Cup position in that Class. If 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 Championship Registration and Entry

The *Championship* will operate under the Motorsport Australia Series Registration and Entry Process. 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*.

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 *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* will be determined by the previous year's final outright point score followed by any new *Drivers* to the *Championship* in the *Automobile's* competition number order with all Pro Class *Automobiles* preceding any Pro-Am Class *Automobile*.
- (b) The order in which each *Automobile* proceeds onto the *Track* for the first practice session from *Round 2* onwards will be determined by the Pro and Pro-Am *Championship* point score order at the conclusion of the previous *Round* with all Pro Class *Automobiles* preceding any Pro-Am Class *Automobile*.
- (c) The order in which each *Automobile* proceeds onto the *Track* for the second and subsequent practice sessions at a *Round* will be determined by the fastest 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 with all Pro Class *Automobiles* preceding any Pro-Am Class *Automobile*.

- (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 fastest lap times achieved in the combined practice sessions at that *Round* with the *Automobile* which achieved the fastest lap time proceeding onto the *Track* first and so on with all Pro Class *Automobiles* preceding any Pro-Am Class *Automobile*.
- (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 permission of the *TD*. If an *Automobile* exits pit lane to the paddock/garage during qualifying it will not be permitted to re-join that session.
- (d) During each qualifying session each *Automobile* must park nose in at an angle of approximately 45 degrees in their allocated pit bay when in pit lane.
- (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* without the prior 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) A *Competitor* may only obtain a lap time by using their *Automobile's* on board GPS.
- (c) *Start Line* coordinates will be supplied by the *CM*.

S13 TYRES

S13.1 Tyre Regulations

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

	Dry Weather tyres	Wet Weather tyres
Front	Michelin slick tyre – 30/65-18 Porsche Cup N3	Michelin wet tyre – 30/65-R18 GT P2L
Rear	Michelin slick tyre – 31/71-18 Porsche Cup N3R	Michelin wet tyre – 31/71-R18 GT 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 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 *Championship*, 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 *Championship*.
- (h) For the first *Round* that an *Automobile* enters, a maximum of 8 (4 front and 4 rear) new or used tyres are permitted to be nominated as a previously nominated tyre. Only 4 (2 front and 2 rear) of these nominated tyres will be added to the tyre bank allocated to that specific *Automobile*.
- (i) The Porsche Cars Australia database of scanned tyres will be the official record of the 2022 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*. Permission to use a replacement tyre will be at the discretion of the *TD*.
- (k) Any replacement tyre approved for use by a 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* with a 2 grid spot penalty. A maximum of 2 front and 2 rear tyres can be replaced at a *Round* and a maximum of 4 front and 4 rear tyres may be replaced for the *Championship*. Any further replacement tyres will result in that *Automobile* starting the next race at that *Round* 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*. 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*. These tyres may be allocated to that *Automobile*'s tyre bank for that *Round*.
- (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

<i>Round</i>	<i>Practice</i>	<i>Qualifying and Races</i>
1	16 Joker Tyres	12
2		8
3		8
4		8
5		8
6		8
7		8
8		8

S13.3 Table Previously nominated tyre usage

<i>Round</i>	<i>Practice</i>	<i>Warm Up</i>	<i>Qualifying and Races</i>
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 a *Round*, 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 B](#) must be used.
 (c) Any container used for storing or handling fuel must have the Hazard information as detailed in [Attachment B](#) 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) All Automobile refuelling and draining must take place via the “Fill and Drain” dry break fittings.

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 Championship title partner.
 (b) The current status of official *Championship* and cooperation partners can be requested from the *CM*.

S15.2 Automobile Markings and Championship Identification

- (a) Unless specifically approved by *Motorsport Australia*, in addition to the requirements detailed below and [Attachment A](#) of these regulations, each *Automobile* must comply with Technical Appendix - Schedule K of the *Motorsport Australia Manual*.
- (b) No signage may be attached to the *Automobile* in any “Reserved Area” shown in red in Attachment A without prior approval of the *CM*.
- (c) Each *Competitor* must display the *Championship* sponsor decals as 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)	Symbol	Position on Automobile
1	120 x 557	MICHELIN	Centre / Top front bumper
1		PORSCHE crest	Original position front bonnet
2		MOBIL 1	Left and Right front bumper
2		TAG Heuer	Above Left and Right daytime running light
1	200 high	Paynter Dixon	Front top windscreen banner
1	30 high	www.porsche.com.au	“A” pillar (Non Driver’s side)
1	30 high	www.carreracup.com.au	“A” pillar (Driver’s side)
2		Reserved PCA	Left and Right side rear view mirror
2		Reserved PCA	Left and Right sill
2		BOSS	Left and Right rear side panel above sill
2		Reserved PCA	Left and Right rear wing end plate
1	160 high	Paynter Dixon	Rear top windscreen banner
2		MICHELIN	Left and Right rear number plate
1		PORSCHE & GT3 CUP	Original position, centre rear panel
1		MOBIL 1	Rear bumper, affixed on delivered number plate
2	200 high	Competition Number Pro = Orange Pro-Am = Yellow	Right-side front windscreen / Left-side rear windscreen
2	80 high	Driver’s Surname	Left and Right door window

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

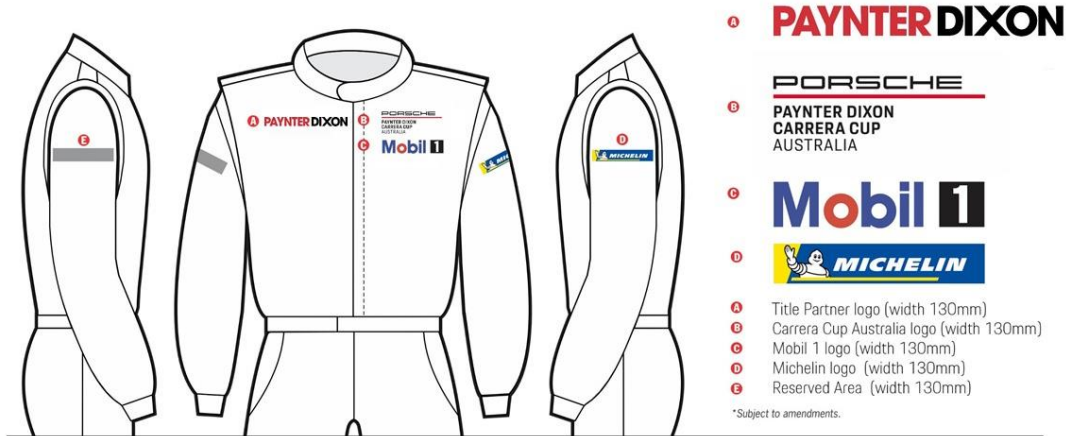
Each *Driver* must wear apparel that complies with “International” in Table 1.1 of Technical Appendix - Schedule D of the *Motorsport Australia Manual*.

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 *Championship* is prohibited on any *Circuit* during the 7 days preceding a *Round* 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 *Competitor/Driver* 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 C](#) 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 a *Round*.
- (b) Any *Competitor* or team member found adjusting the ride height of the *Automobile* during a qualifying session of a *Round* will result in a penalty of *Disqualification* of the *Automobile* from that session being imposed.

S21 ABS

ABS is prohibited.

S22 TELEMETRY, DATA RECORDING SYSTEMS

- (a) At any time during a *Round*, the *RD* and/or *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 a 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.

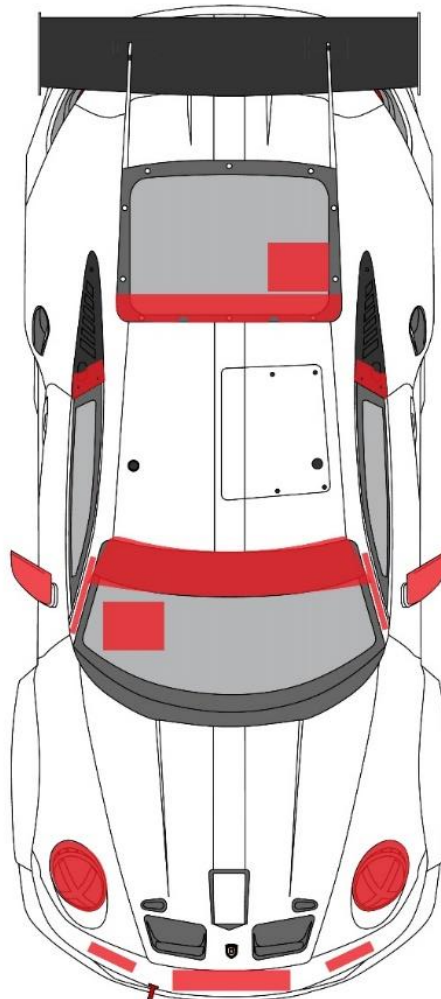
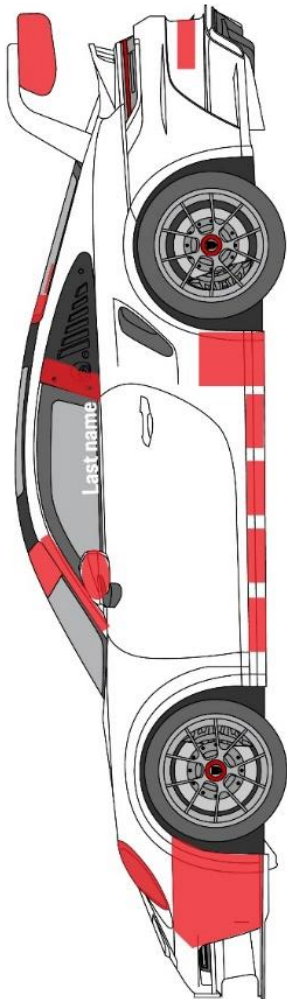
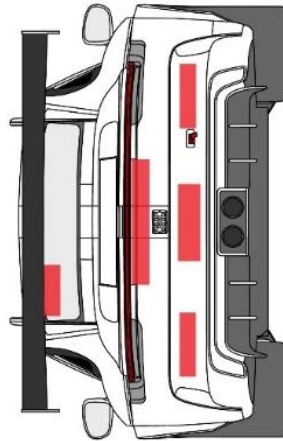
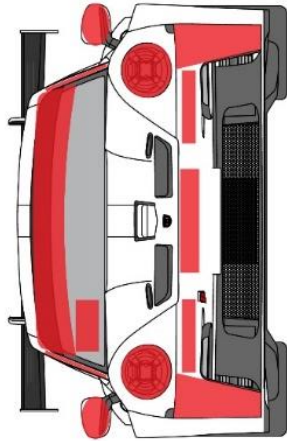
S25 PORSCHE PAYNTER DIXON CARRERA CUP AUSTRALIA CODE OF CONDUCT

- (a) The Porsche Paynter Dixon Carrera Cup Australia is a racing championship 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 *Championship* 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 *Championship* 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 *Championship*.
- (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 *Championship* 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 *Championship* 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 Championship.
- (f) Continued participation in this *Championship* may be prohibited until any fine imposed is paid in full.

ATTACHMENT A

Automobile Markings



ATTACHMENT B

Fuel Container



ATTACHMENT C

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 is permitted.

2022 Porsche Paynter Dixon Carrera Cup Australia Championship 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 992) *Automobiles* with a Race Vehicle Authorisation Certificate (RVAC) will be eligible to compete in the 2022 Porsche Paynter Dixon Carrera Cup Australia Championship (*Championship*). Each *Automobile* must, without exception, comply with these Technical Regulations throughout all official on-Track activities:
 - (i) at a *Round*; and
 - (ii) at an approved test day (refer [S17.2](#)).
- (b) See *Automobile* specifications at [ATTACHMENT D](#).

T2.2 Examination for Eligibility

- (a) The presentation of an *Automobile* for participation in any *Round* 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 Scrutineering

Scrutineering at each *Round* 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 windshield protection tear-offs.

T4.3 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, each *Driver* always remains responsible for ensuring that the pit lane speed limit is not exceeded.

T4.4 Seat

- (a) The *Seat* may be modified by the addition of original Sabelt seat padding shown in green and blue in Attachment J.
- (b) Each padding shape may only be used in the specific and correct location and direction as shown in Attachment J.
- (c) Additional padding at the head rest is permitted in accordance with the following conditions and at the discretion of the *TD*:
 - (i) The foam used for the padding must be the same material as used on the head rest by the *Seat* manufacturer
 - (ii) The padding must be properly fixed to the *Seat*.
- (d) Any addition or removal of material below the surface shown in black on Attachment J is prohibited.
- (e) The original *Seat* mounting (track) must be retained.

T4.5 Safety Harness

A minimum '5 point' safety harness meeting the FIA 8853/2016 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 in the valid spare parts catalogue and mounted in compliance with the official Dr. Ing h.c.F. Porsche AG mounting instructions.

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. Any mounting system must be capable of sustaining a force of 30G in an incident.

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 right rear floor pan as fitted from delivery.

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 Coachwork

The *Coachwork* must remain as supplied by the factory.

T4.13 Ventilation

Ventilation ducts must remain as originally supplied except that it is permitted to cover the front bonnet *Driver* ventilation duct and/or the rear side window openings with clear tape, only when the *Automobile* is fitted with wet weather tyres or by approval of the *TD*.

T4.14 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 35° (coast), refer to [ATTACHMENT I](#).
- (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 D](#).

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 E](#)).
- (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 E](#)
 - (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 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 a written request 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 for each *Circuit* are:

Front Axle 20.00 mm Rear Axle 15.00 mm	Front Axle 19.00 mm Rear Axle 13.00 mm	Front Axle 18.00 mm Rear Axle 11.50 mm
Hidden Valley	Mount Panorama	Phillip Island
Reid Park, Townsville	Albert Park	Sydney Motorsport Park
Sandown	The Bend Motorpsort Park	
Surfers Paradise		
Queensland Raceway		
Winton		

- (b) The adjustment of the eccentric screw connecting the front top arm to the top of the front upright within its specified setting range is permitted.

T9.2 Dampers and Springs

- (a) Only the factory-installed type of shock absorber and chassis spring in their original condition are permitted to be used.
- (b) The original delivery condition of the bump stops of the front and rear shock absorbers 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~~**72** mm and the clearance at the rear axle a minimum of 106 mm.
- (c) The measuring points are as depicted in [Attachment F](#):
- (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 *Round*.

T9.4 Anti-Roll bars

The anti-roll bars are permitted to be unhooked provided that 1 coupling rod of the respective roll bar is completely removed. Only the respective settings options given in the model specific Porsche GT3 Carrera Cup Technical Manual are permitted to be used.

T10 BRAKES

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

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 MS6.6 NG electronic control unit coded and sealed by *PCA* is the only unit to be used.
- (b) The Bosch Motronic MS6.6 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 a *Round*. 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 D](#) 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 1368 kg.
- (b) This weight will consist of a minimum *Automobile* weight of 1283 kg and minimum *Driver* weight of 85 kg, including all personal equipment as recorded by the *TD* at the *Driver's* first *Round*.
- (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 1285 kg.
- (d) Any *Driver* equalisation weight or *Automobile Ballast* weight must be fixed to the top of the mounting plate (part number 9F1801141) located in the designated fixing points in the position of the *Passenger Seat* to the floor of the *Cockpit* (refer Attachment H).
- (e) The camera equivalent weights (part number 9F1801141A and 9F1801141) must be fixed to the top of the mounting plate (part number 9F1882378). 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 race on the scales provided by the *CM* at each *Round*. 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 *Round*.

T14 LUBRICANTS

T14.1 Engine Oil

- (a) Only Mobil 1 ESP X3 0W40 engine oil may be used in the engine.
- (b) The addition of any additives or chemical changes to the engine oil are prohibited.

T14.2 Gearbox Oil

- (a) Only Mobilube 1 SHC 75W90 gear oil may be used in the gearbox.
- (b) The addition of any additives or chemical changes to the gearbox oil are prohibited.
- (c) No less than the minimum quantity of transmission oil in the gearbox as specified in the model specific Porsche GT3 Carrera Cup Technical Manual must be used at all times during any *Round*.

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 *Round*.
- (c) The *TD* is entitled to take fuel samples from an *Automobile* competing at any time during a *Round*.

T16 AERODYNAMIC DEVICES

- (a) The original position of the wing section is permitted to be changed within the specified scope for adjustment provided by the model specific Porsche GT3 Carrera Cup Technical Manual.
- (b) Taping over of any slot in the *Bodywork*, wing or other permanent part, joint and opening is prohibited.
- (c) It is permitted to tape over the full area of each headlight lense with transparent Heli tape.
- (d) The use of the front air scoop (part number 9F1.407.811 and 9F1.407.812) is mandatory for each *Round*.

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 G](#).
- (b) Unless specified otherwise in the *Event* Regulations for a specific *Round*, the Exhaust System to be fitted at each *Circuit* must be as per the table below.

<i>Circuit</i>	<i>Exhaust System</i>
Albert Park	Nr 1
Hidden Valley	Nr 1
Reid Park, Townsville	Nr 1
The Bend Motorsport Park	Nr 1
Sandown	Nr 2
Mount Panorama	Nr 1
Surfers Paradise	Nr 1
Sydney Motorsport Park	Nr 1
Winton	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 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 D

Recognition Document

2022 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 (992)
Model Year: 2021-2022 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:	Double wishbone front suspension	
Spring medium:	Double Coil Springs (main and helper springs)	
Damper Type:	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:	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:	Electric power steering	Make: Porsche
1.5 BRAKES		
	Front	Rear
Type:	Disc	Disc
Dimensions:	380 x 32	380 x 30
Part Nr:	Left: 9F1615283A Right: 9F1615284A	Left: 9F1615583A Right: 9F1615584A
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 Pads	Brand: Brembo Part No: 9F1615432	Brand: Brembo Part No: 9F1615432B

SECTION 2 - ENGINE

2.1 ENGINE			
Make:	Porsche		
Model:	MA275		
No. cylinders:	Six (6)	Configuration:	Flat
Cylinder Block-material:	Aluminium	Four Stroke:	Yes
Bore - Original:	102 mm		
Stroke - original:	81.5mm		
Capacity - original:	3996 cm ³		
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: MS6.6 NG	No: 9F1906023	
Make:	Porsche	Type: Bosch	
Injector:	Porsche	No: 9GT128615A	

SECTION 3 - TRANSMISSION

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	
No. of Plates:	3 Friction, 3 Pressure:	Assembly: 9F1141015
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Electric Sequential	Rear Wheel drive
Make:	Porsche	
Model:	GFJ70	
No. forward speeds:	Six (6)	
1 – 13/41 3.154	2 – 17/40 2.353	3 – 20/37 1.850
4 – 24/36 1.500	5 – 24/30 1.250	6 – 38/30 1.071
3.3 FINAL DRIVE		
Diff. Make: Porsche	Ramp Angle = 52° Drive & 35° Coast	
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	16/39 2.4375	
Comments:	Oil cooler and pump fitted as standard	
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Description:	CV type Shafts	
Part No:	9F1501201B	
3.5 WHEELS AND TYRES		
Wheel type:	Porsche	Material: Aluminium
Fixture method:	Centre Lock	
	Front	Rear
Wheel Rim	Part No. 9F1601020A	Part No. 9F1601076A
	12J x 18	13J x 18

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. 0PB903018	
Battery Location:	Passenger foot well Part No. 9Y0915107HY	
4.3 BODYWORK		
Type:	Coupe	Material: Smart Aluminium – steel Composite
4.4 DIMENSIONS		
Wheelbase:	2,459 mm +/- 15.0mm	
Overall length	4,585 mm +/- 15.0 mm	
Width Front (bodywork)	1,920 mm +/- 15.0 mm	
Front overhang	1,036 mm +/- 15.0 mm	
Rear overhang (excluding wing)	1,081 mm +/- 15.0 mm	
4.5 PERMITTED MODIFICATIONS		
No modifications or deviations from the standard specification of the <i>Automobile</i> are permitted.		

ATTACHMENT E
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	

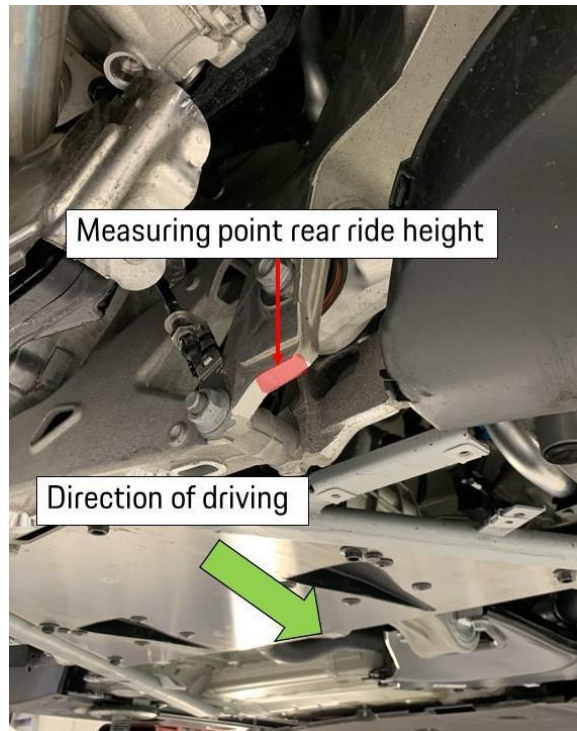
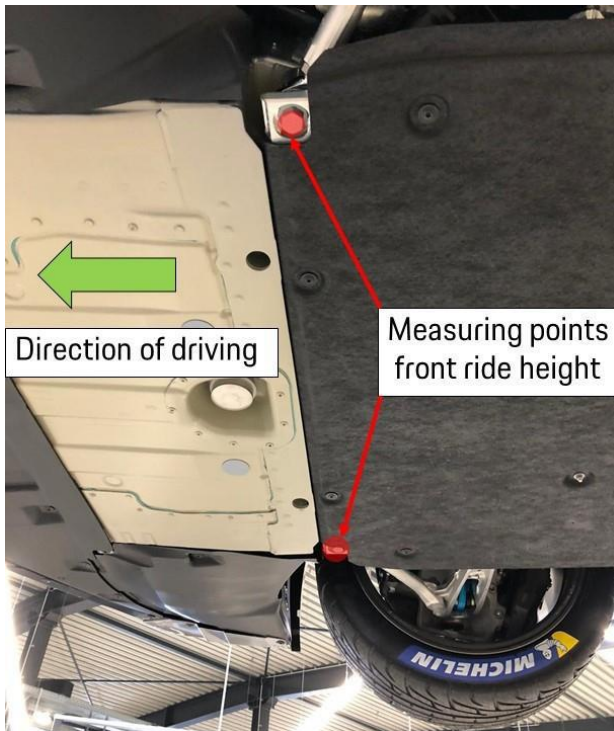
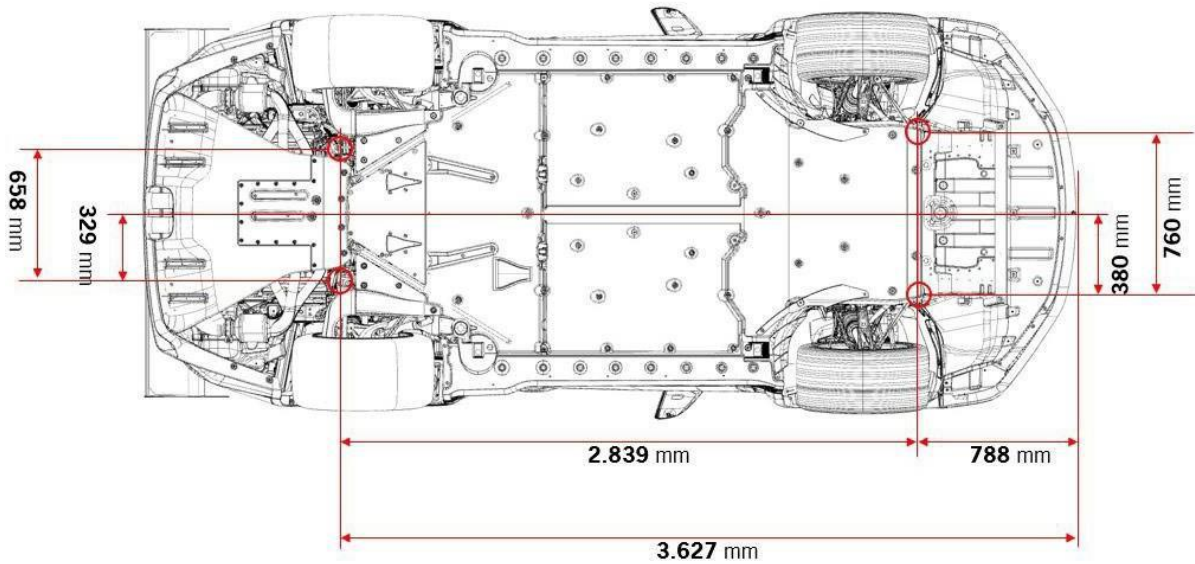
Reason for repairs (Include component)

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

When completed please email to motorsport@porsche.com.au

ATTACHMENT F

Ride Height Measuring Points

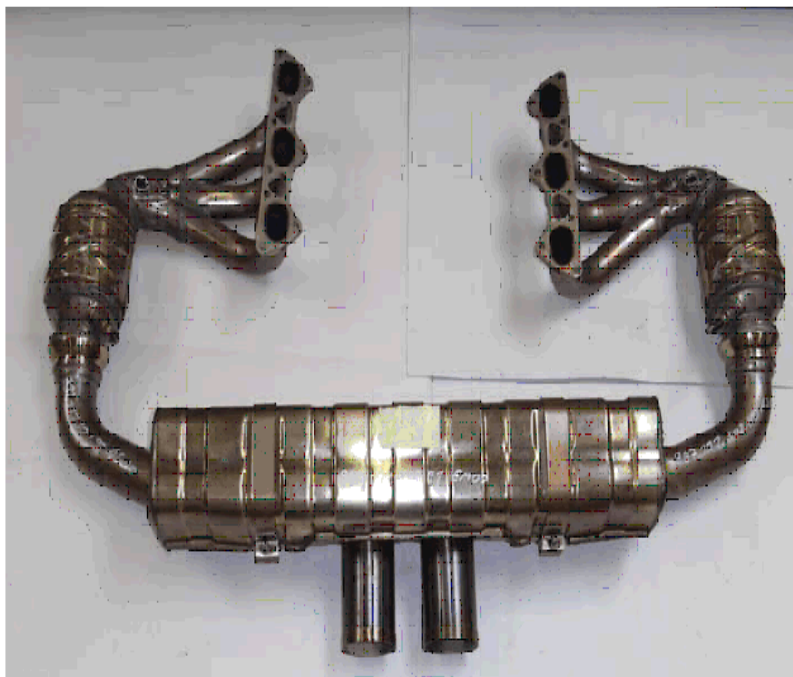


ATTACHMENT G

Exhaust System



Exhaust System Nr 1 'Supercup' system



Exhaust System Nr 2 with centre rear muffler and attachments

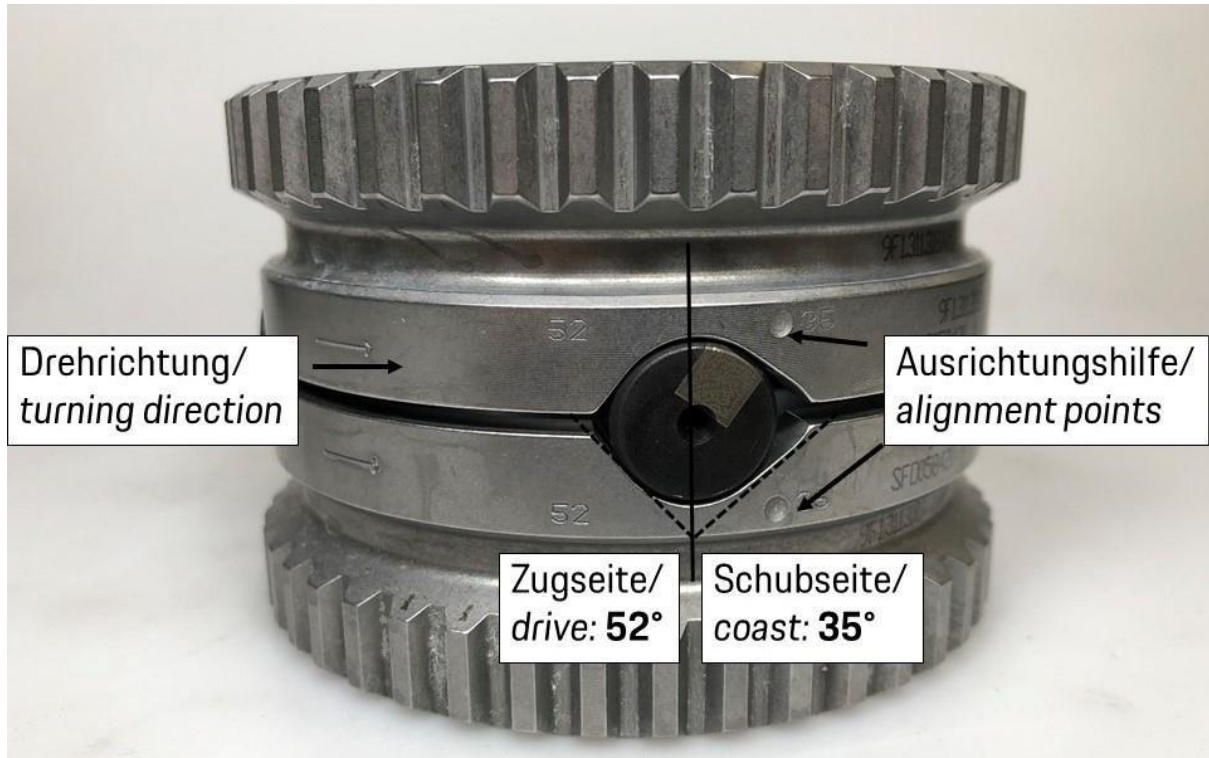
ATTACHMENT H

Camera Ballast Mounting Points



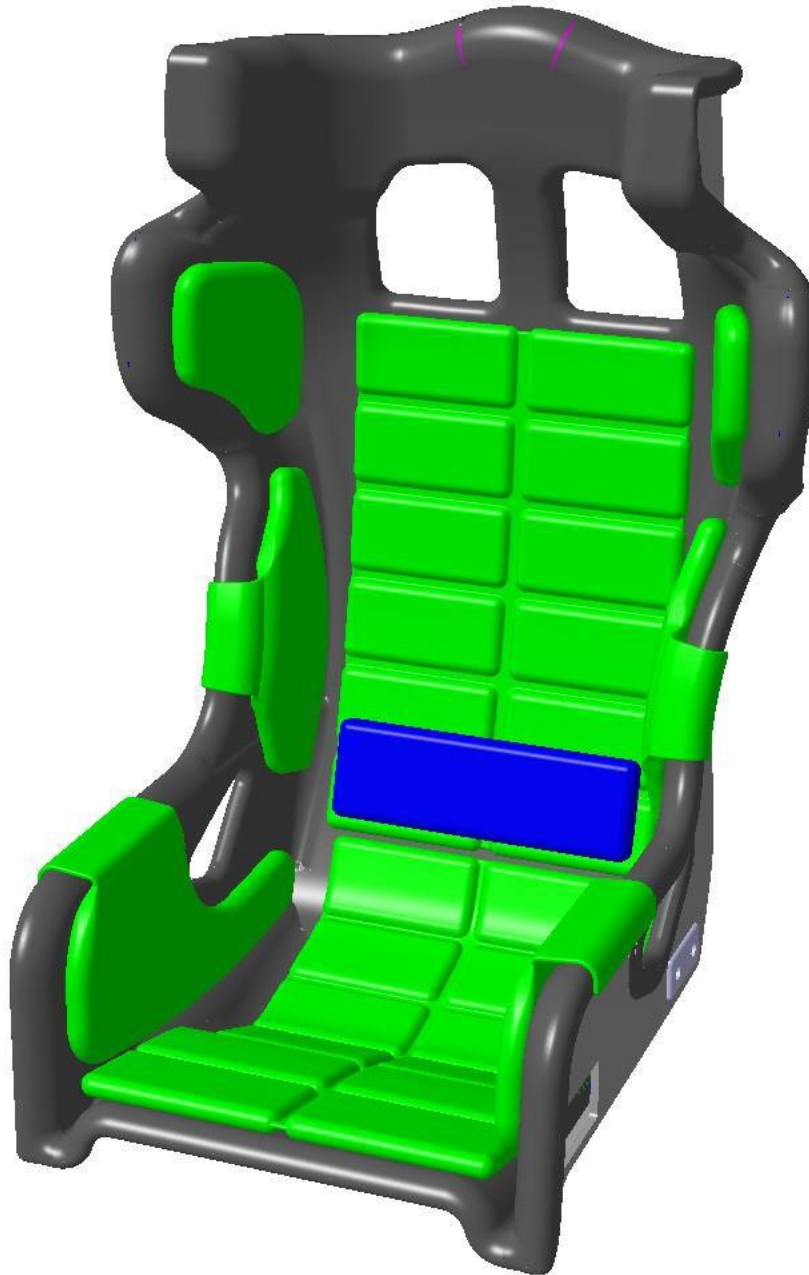
ATTACHMENT I

Transmission/Differential Ramp Angles



ATTACHMENT J

Seat Padding



ATTACHMENT K

Definitions

Championship: 2022 Porsche Paynter Dixon Carrera Cup Australia Championship.

CA: Category Administrator for the *Championship* appointed by the *CM*.

CM: Category Manager for the *Championship* appointed by *Motorsport Australia*.

CRSR: Circuit Racing Standing Regulations published by *Motorsport Australia*.

DSA: Driving Standards Advisor for the *Championship* appointed by *Motorsport Australia*.

PCA: Porsche Cars Australia Pty Ltd.

RD: Race Director for the *Championship* appointed by *Motorsport Australia*.

RMC: Race Management Channel.

Round: A round of the *Championship*.

TA: Technical Advisor for the *Championship* appointed by the *CM*.

TD: Technical Delegate for the *Championship* appointed by *Motorsport Australia*.