Bulletin Number: **B07/005**
Date of Implementation: **1 January 2007**

TECHNICAL BULLETIN

TECHNICAL REGULATIONS FOR THE 2007 AUSTRALIAN CARRERA CUP CHAMPIONSHIP

REFERENCE:

2007 CAMS On Line Manual of Motor Sport

RATIONALE:

To promulgate the 2007 Australian Carrera Cup Championship Technical Regulations.

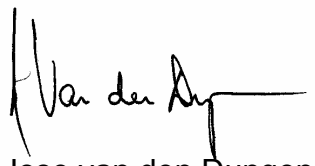
AUTHORITY:

These regulations were approved by the Australian Motor Racing Commission by e-mail vote 3rd January 2007.

ACTION:

These are the definitive regulations for the 2007 Australian Carrera Cup Championship as managed by CupCar Australia Pty Ltd and sanctioned by CAMS.

Originated by: Peter Lawrence
Manager Technical Services



Authorised by: Jose van den Dungen
Manager Motor Racing

Distribution:

Board of CAMS	Murray Finlay (e not for Manual)
AMSC	Jamey Blaikie
AMRC	Chris Terpos
CEO	Jodi Zylstra
Category Manager/Administrator	Tim Schenken
State Managers	Cup Car Australia

Confederation of Australian Motor Sport Ltd
A.B.N. 55 069 045 665
851 Dandenong Road, Malvern East Victoria 3145 PO Box 147 Caulfield East Victoria 3145
Telephone: 03 9593 7777 Facsimile: 03 9593 7700 www.cams.com.au
International Tel: +61 3 9593 7777 International Fax: +61 3 9593 7700

Member

CONTENTS

INTRODUCTION

The Carrera Cup Australia Championship (the "Championship") is promoted and organised by CupCar Australia Pty Limited. The Championship is based on the successful formula of "Porsche Carrera Cup" racing in Europe where it is endorsed by the FIA and is a worldwide formula.

The regulations for this Championship are based on the regulations for "Porsche Carrera Cup" racing in Europe, but are tailored to suit Australian regulations and conditions, and utilise the standard specifications for competing Cars, i.e. 911 GT3 "Cup" Model Year 2006 specifications ensuring, as far as is possible, absolute parity between Cars.

Unless expressly permitted in these Rules, modification to the standard specification of the Car as supplied by Porsche Cars Australia is strictly prohibited. In the event of any dispute, parts or specifications of the Car in question shall be compared against parts and/or specifications supplied by Porsche Cars Australia.

DEFINITIONS

"ASN" means a national automobile club or other national body recognised by the FIA as the sole holder of motor sporting authority in a country.

"CAMS" means the Confederation of Australian Motor Sport Ltd, the ASN for Australia.

"Car" means a Porsche 911 GT3 Cup Car, manufactured by Porsche AG specifically for the purposes of racing.

"Competition" means a Meeting in which a Car takes part and which has a competitive nature or is given a competitive nature by the publication of results.

"Competitor" means as defined in the current CAMS Manual of Motor Sport.

"CTM" means the Category Technical Manager.

"Driver" means a person nominated as the driver of a Car in any Competition.

"ECU" means engine control unit.

"Competitor" means as defined in the current CAMS Manual of Motor Sport.

"FIA" means the Federation Internationale de l'Automobile.

"Meeting":

(1) means an assembly of Competitors and officials and including one or more Competitions, and for which the regulations include the location of, days occupied by and all activities encompassing administrative checking, briefings, scrutineering, practice sessions, qualifying sessions (however described) and Competitions; and

(2) is deemed to have commenced from the time scheduled for the first activity of the Meeting; and

(3) is deemed to have ended upon expiry of the later time of either:

(i) the time limit for protests or appeals or the end of any inquiries; or
(ii) the end of sporting checking and post-Competition scrutineering.

"MY" means Model Year.

"Parc Fermé" means the secure place to which Competitors are obliged to take their Cars.

"Recognition Document" means document of recognition for specifications of eligible Cars.

"Rule", "Rules" or "Technical Regulations" means the present Technical Rules and Regulations as amended from time to time.

"shock absorber assembly" means the complete damper, springs, spacers, mounts, bump rubbers and fixing parts supplied as original by Porsche for the Car.

"TC" means the CAMS appointed Technical Commissioner of the Category.

"Technical Review Committee" means a committee to be formed by CupCar Australia.

AUSTRALIAN CARRERA CUP

T1. VEHICLES

1.1. Permitted are MY 2006 Porsche 911 GT3 “Cup” Cars only.

1.2. The Cars must, without exception, comply with these Technical Regulations.

T2. COMPLIANCE

2.1. General

2.1.1. The Competitor is responsible for ensuring that their Cars comply with the conditions of eligibility contained in these Technical Regulations throughout each Meeting and all CupCar Australia authorised activities including all rides and testing.

2.1.2. The presentation of a Car for scrutiny will be deemed to be an implicit statement by the Competitor of conformity with all the Rules in these Technical Regulations.

2.2. CAMS Log Book

2.2.1. All Cars must have a current CAMS Log Book, which may be required to be retained by officials. The Log Book will normally be returned to the Competitor at the completion of the Meeting, save in cases where a question relating to a Car’s eligibility/condition has arisen.

2.2.2. All Cars must correlate with the detailed description contained in the relevant homologation document and the CAMS Log Book issued for that Car. Any variation may result in the Competitor being referred to the Stewards.

2.2.3. Should the relevant Log Book not be produced at a Meeting, the Car will not be permitted to participate except upon the explicit authority of the Stewards, subject to whatever conditions they may impose.

2.2.4. All other requirements shall be in accordance with Schedule L of the current CAMS Manual of Motor Sport.

2.3. Examination for Eligibility

2.3.1. Should the TC suspect at any time that a Car does not comply with these Technical Regulations, the Competitor, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.

2.3.2. Any comment so made may be recorded by the TC, and subsequently may be presented at any Stewards’ inquiry and/or to the Technical Review Committee.

2.3.3. Should the TC fail to receive an adequate comment on the suspected or alleged ineligibility, which the TC alone has sole discretion to consider as adequate or satisfactory, the TC may require the Car to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.

2.3.4. At the direction of the Stewards and/or the TC, any components or parts of a Car may be sealed by the TC for later examination by the Technical Review Committee or by the TC.

2.3.5. CupCar Australia reserves the right to impound Cars and transport away from the circuit for further inspection.

2.4. Disputes

In the case of a dispute about a Car's compliance with any of the provisions of these Technical Regulations:

2.4.1. Any technical issue, including the eligibility of Cars will be referred to the Chief Scrutineer and to the Clerk of Course and/or to the Stewards by the TC for determination; see NCR178.

2.4.2. The Stewards will conduct an inquiry into the issue and may make any decision thereon;

2.4.3. If, during any such inquiry, the Stewards determine that the matter is of a technically complex nature, the Stewards may:

(a) refer the technical issue to the CAMS National Eligibility Committee for a determination;

(b) adjourn the inquiry until the determination of the CAMS National Eligibility Committee is received; and

(c) subsequently resume and complete the Inquiry and make a decision taking into account the determination of the CAMS National Eligibility Committee.

2.5. Minor Non-Compliance

2.5.1. The TC, having noted an area of minor non-compliance, may endorse the Car's CAMS Log Book with an entry regarding rectification of the non-compliance in accordance with Race Meeting Standing Regulation 4.10 of the current CAMS Manual of Motor Sport.

T3. SCRUTINY

3.1. Onus on Competitor

The onus is on each Competitor to present their Car for scrutiny at the appropriate times, in a complete and finished state, in 'ready to race' condition and with race numbers, advertising signs and an operating timing transmitter in position on the Car.

Targeted Scrutiny:

Scrutiny at all rounds of the 2007 Championship will be done according to the Targeted Scrutiny Procedures published by CAMS. Entrants are reminded of their obligations to thoroughly check their cars for safety and compliance prior to each round. An NCR 144 Declaration must be submitted as part of the entry form for each round.

T4. PERMITTED MODIFICATIONS

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

4.2. Permitted modifications must not lead to resultant prohibited modifications.

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

T5. SAFETY ACCESSORIES

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

5.1. Safety Cage

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

5.2. Fire Extinguisher

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

5.3. Tow Hooks

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

5.4. Windscreens

All Cars are fitted with laminated glass windscreens. It is not permitted to fit after-market windscreen heater strips. It is permitted to fit an optional heated windscreen, part #997654111106HR.

5.5. Safety Belts

A minimum ‘5 point’ FIA homologated safety belt suitable for use with a head and neck restraint system is compulsory.

5.6. Head and Neck Restraint system

The use of an FIA approved head and neck support system is mandatory in rounds of the Championship, and any non Championship round for which the present regulations are quoted. The responsibility for modifications to the driver equipment required for the utilisation of the head and neck support system and for its installation in the vehicle in accordance with the manufacturers instructions shall rest with the competitor and not with CCA.

5.7 Pit Lane Speed Limiter

At all Meetings Cars must use the pit lane speed limiter ("Limiter"), which must only operate as follows:

5.7.1 The switch that is used to activate the Limiter must be the control switch supplied by Cup Car Australia (SP0704) and must not be connected to any other device.

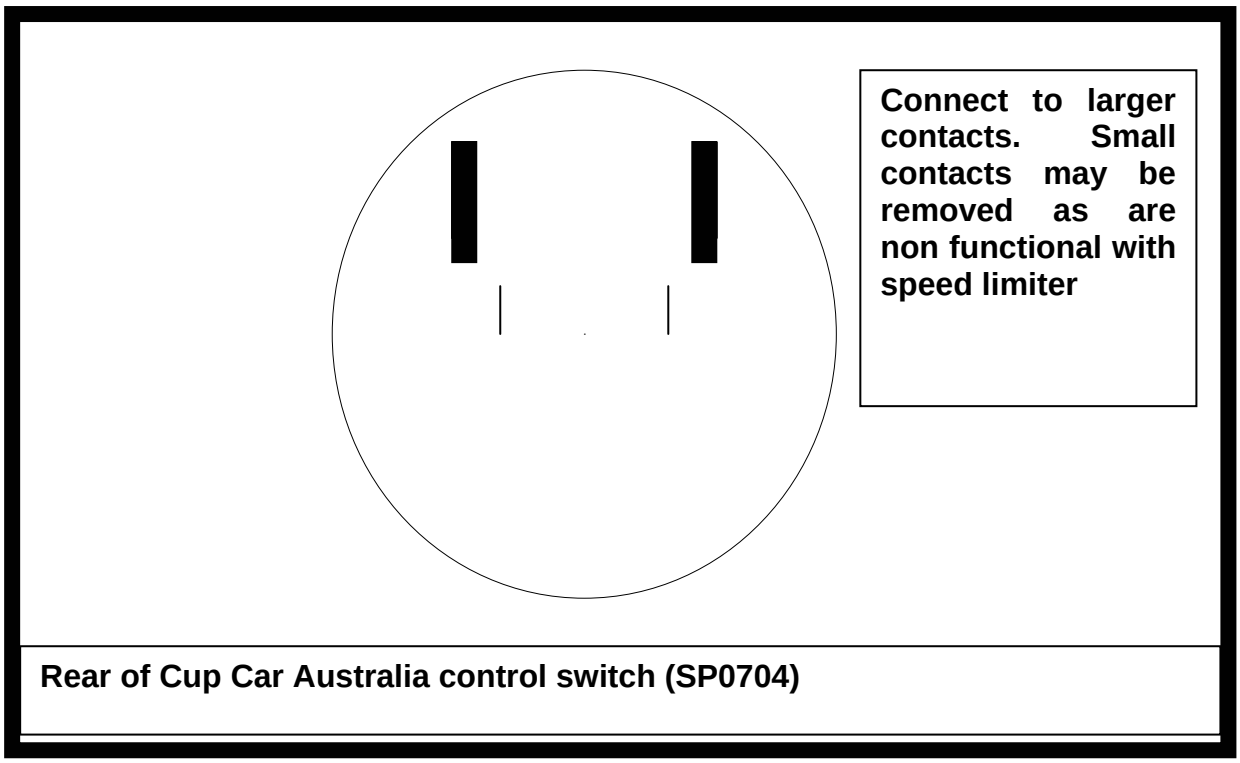
5.7.2 The connection of the control switch to the Limiter must be via the large contacts on the rear of the control switch (fig 5.7.5).

5.7.3 The control switch referred to in 5.7.1 must replace the steering wheel mounted switch originally supplied with each Car in the position indicated on the Steering Wheel diagram in the Service Information Manual supplied with each Car.

5.7.4 The Limiter must be activated at all times whilst the Car 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.

Figure 5.7.5



Rear of Cup Car Australia control switch (SP0704)

T6. SUSPENSION

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

- Front axle: 13 mm
- Rear axle: 10 mm

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

6.3. The rear wishbone mounting points must be kept in the middle position (identical to the ex works position) and may not be turned around.

T7. DAMPERS/SPRINGS

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

Front: 997 343 041 90

Rear: 997 333 051 90

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

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

Front main:	100-60-260	997 343 531 90
Front tender:	75–60-43	996 343 537 90
Rear main:	130-60-260	996 333 531 90
Rear tender:	60-60-50	996 333 537 90

as supplied by the factory, unless Cup Car Australia determines they are unsuitable. In that case, and subject to approval from CAMS, CupCar Australia will advise all Competitors of any change to the mandatory springs.

7.3. The TC may, at any time during a Meeting, request the removal of the dampers and springs from any Car for the purposes of testing and/or eligibility checking. The TC may cause the dampers and springs to be taken to another location for further testing.

T8. GROUND CLEARANCE

8.1. For the entire duration of the Meeting the ground clearance of the front axle is to be a minimum of 68mm and the ground clearance at the rear axle a minimum of 115mm The measurement points are as below and are depicted in Appendix 2:

(a) Front axle: lower inner ball joint mounting bolt head centre (M14 x 120), vertically measured to the CCA scale and measuring pad.

(b) Rear axle: the machined area on the rear axle sub-frame vertically measured to the CCA scale and measuring pad.

8.2. It is forbidden to adjust the ride height of the Car during a qualifying session of a Meeting. Any Competitor or team member found adjusting the ride height of the Car during a qualifying session of a Meeting will automatically have the times for the entire session excluded.

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

T9. ANTI-ROLL BARS

9.1. The disconnection of the anti roll bars is permissible under the condition that no parts are removed. The technical adjustment provisions may be made use of. Only the technically available adjustment positions may be used.

T10. WHEELS

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

T11. BRAKE DISCS/PADS

11.1. Brembo brake discs and Pagid brake pads are compulsory for practice, qualifying and racing.

Part numbers

Front Disc	09.A009.12/22
Rear Disc	09.9306.12/22
Front Bell	XA5.R7.10
Rear Bell	XA5.R7.20
Front Disc assembly	XA5.R7.11/12
Rear Disc assembly	XA5.R7.21/22
Front Pad	E2707 with CCA997 compound
Rear Pad	E8008 with CCA997 compound

T12. COCKPIT

12.1 Steering Wheel

The steering wheel as supplied with the vehicle is the only permissible steering wheel. Additional holes or modifications to the originally supplied steering wheel are expressly prohibited. Only Porsche approved steering wheel removal systems are permissible. The standard scope of longitudinal adjustment may be utilized

12.3. Seat

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

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

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

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

12.3.4 Customizing the seat by adding or removing cushion material is permitted.

12.4 Ventilation

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

Side windows	Part# 997 543 111 90
	Part# 997 543 112 90
Rear Screen	Part# 997 545 111 90

It is permissible to fit front window vents to the door glass as per installation instructions provided.

Part# PCA CC325100

12.5 Bodywork

12.5.1 Modification of the exterior body work is not allowed. This includes the ex-works modified points of the rear wheel arch.
Two different spoiler lips are authorised for use with the Porsche 911 GT3 Cup (Type 997).
Closed spoiler lip Part# 997 505 903 90
Open spoiler lip Part# 997 505 903 91
On principal and if not otherwise determined by the CTM, the closed lip spoiler must be used.
Use of the open lip will be compulsory if determined it is necessary by the CTM and an appropriate bulletin is issued no later than 10 days before the meeting.

12.6 Window Nets

12.6.1 All Cars are required to have fitted a Driver's side window net, and where any Car is used to carry a passenger while on the race track, the Car must also be fitted with a passenger's side window net. All window nets must comply with the Schedule I of the current CAMS Manual of Motor Sport and the following minimum specifications:

(a) they must be permanently attached to the anti intrusion bar of the cage along the lower edge of the net;
(b) they must be fitted to the relevant roll over protection structure above the relevant window;
(c) they must be affixed by means of a rapid release system so that, even with the Car inverted it must be possible to detach the mechanism with one hand;
(d) for the purposes of this rule, the rapid release system handle or lever must be "reflective" yellow;
(e) the rapid release system may utilise a push button release provided that:
  i. it respects the requirements of this Rule; and
  ii. the push button must be visible from the outside, be of a contrasting colour and be marked "press".

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

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

12.7 Cool Suit Associated Components

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

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

12.8 Drink Bottles

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

12.9 In-Car Camera

12.9.1. No in-car cameras are permitted, other than those fitted by personnel authorised by the television network or those required by CupCar Australia and in either case the actual fitting of the camera and associated components must be approved by the Chief Scrutineer.

12.9.2 CupCar Australia reserves the right to position signage within camera view of any Car that has an In-Car Camera, in conformity with schedule K in the CAMS Manual of Motor Sport.

T13. CAR WEIGHT

13.1 All Cars must achieve a minimum weight of 1240kg including the weight of the driver wearing his complete racing apparel. Weight may be checked after each official qualifying session and after each Championship race on the scales provided by Cup Car Australia at each venue. The weight recorded at these scales will be a judgement of fact.

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

13.3 Ballast Location: Ballast shall only be fitted to the floor of the cockpit immediately behind the Driver's seat. Provision shall be made for the ballast to be sealed by the TC.

T14. REAR SPOILER

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

T15. ENGINE

15.1 A 3.6 litre engine, based on the 911 GT3 is fitted - refer to Appendix 1.

15.2 Only the standard air cleaner as supplied on MY2006 may be used. Replacement elements are available from Porsche Cars Australia.

T16. LUBRICANTS

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

16.2 Only Mobile 1 SHC 75W90 gear oil may be used in the gearbox at all times during practice, qualifying and racing. Any addition of additives is prohibited.

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

T17. FUEL

17.1 Only commercially available unleaded fuel may be used and supplied by a supplier specified by CCA.

17.2 Only this fuel may be used from practice onwards. The TC is entitled to take fuel samples from a vehicle competing at any time during the event. The competitor must ensure that a minimum fuel quantity of 3 litres may be taken from the fuel tank at any time during the event until after the end of the Parc Fermé period. These samples must be identical with the reference fuel of the designated fuel supplier as per article 17.1 above. Any addition of additives is prohibited. Refuelling during practice, qualifying, passenger rides and/or race sessions is prohibited. Any chemical or thermal change of the fuel is not permissible. Competitors are prohibited from bringing fuel to an event other than that contained in the fuel tank of the vehicle. Competitors must produce fuel purchase receipts for fuel from the above mentioned fuelling supplier on demand of the CTC.

17.3 The specified fuel will be available for purchase at all Meetings.

T18. GEAR BOX

18.1 Only the gearbox ratios specified for the 2006 model CupCar may be used.

18.2 Lock wiring of roll pin for gearshift forks is permissible. 1mm stainless steel lock wire is recommended with no more than two strands through the roll pin. Further modifications are not permissible i.e.: drilling of bolts or forks for lock wiring.

It is permitted to install the following gears and part numbers as an alternative to the genuine Porsche parts as originally supplied.

1st Gear Input shaft	PCH064GS1238
1st Dog Gear	PCH056GS3812
2nd Spline Gear	PCH052GS1532
2nd Dog Gear	PCH056GS3215
3rd Spline Gear	PCH075GS3118
3rd Dog Gear	PCH057GS1831
4th Spline Gear	PCH075GS2820
4th Dog Gear	PCH057GS2028

T19. POWER TRANSMISSION / DIFFERENTIAL

19.1 The ramp angle of the differential lock is 32 degrees ± 17’ (acceleration) and 45 degrees ± 17’ (deceleration). The ramp angles are determined relative to the rotary axis (appendix 3). The resulting locking ratio in combination with the friction discs is 40/60%. The minimum locking torque of the differential is reached whenever the torque value is 80 Nm – measured at the gearbox side driveshaft flange. Falling short of the minimum value is not permissible at any time during the event. The maximum locking torque of the differential is reached whenever the torque value is 180Nm – measured at the gearbox side driveshaft flange. Exceeding the maximum value is not permissible at any time during the event.

T20. ENGINE AND GEARBOX REPAIRS

20.1 All work involving the following items and/or breaking of seals is only to be conducted once formal written approval is given by CTM:

- crankcase
- crank shaft
- pistons
- cylinder head
- cam shaft
- gear box
- differential

20.2 Repairs are required to be checked and approved by an authorised Porsche Master Technician, who will also carry out the resealing of the repaired components.

20.3 The designated Porsche Master Technicians will be trained by a Porsche Motorsport representative and will have all specialist tools available to carry out work on these engines and gearboxes.

20.4 There is an official designated Porsche Motorsport repair facility in each of the following capital cities: Melbourne, Sydney, Brisbane, Gold Coast, Auckland. (A list is available from Porsche Cars Australia.)

20.5 Competitors will have the choice of motor sport service centres.

20.6 The above protocol is to ensure continuity and parity between Cars - this is an essential ingredient in the success of the Australian Carrera Cup principle.

20.7 Any breach of the above direction will result in a fine of up to $25,000.00 and exclusion from the Championship.

T21. DUTY OF NOTIFICATION

21.1 It is duty of the Competitor to notify the CTM, in writing, of any required repairs to the above listed components.

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

T22. DISOBEYING THE DUTY OF NOTIFICATION

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

T23. SEALS

23.1 CupCar Australia will supply and fit engine and gearbox seals to all Cars determined to be eligible to compete. These seals will be fitted to the camshaft housing covers on the right and left sides of the engine, the engine crankcase, differential housing and to the gearbox housing. (5 seals)

23.2 Any Car found not to have the correct seals fitted or it is determined the seal has been tampered with, may be ineligible to compete and or be subject to a fine of up to $25000.00.

23.3 Any Car found not to have seals fitted (save that written advice has been forwarded to CupCar Australia and the TC and/or CTM has given written permission for the seals to be removed), may be ineligible to compete and or be subject to a fine of up to $25000.00.

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

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

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

T24. TELEMETRY, DATA RECORDING SYSTEMS AND LAP TRIGGERS

24.1 Telemetry

The use of telemetry is prohibited.

24.2 Data Recording Systems

24.2.1 The MOTEC data acquisition system as supplied originally with the Car shall be the only data acquisition system permitted.. This system must be installed as original without modification. It is permitted to fit MOTEC upgrade kit part number #18506.Kit includes steering angle sensor, brake pressure sensors and a memory expansion to 4MB.

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

24.2.3 The use of laptops / computers on the vehicles is forbidden for teams during Qualifying and the Races from the time the cars enter the marshalling area until the cars are released from Parc Fermé.

24.3 ECU and Wiring Loom

24.3.1 The Motronic electronic control units coded and sealed by Porsche AG are the only units to be used.

24.3.2 The Motronic electronic control unit including the complete wiring loom must be used without being changed. The TC and or the CTM reserves the right to check or exchange the Motronic electronic control unit. CCA reserves the right to reprogram the Motronic 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 vehicles.

24.4 Verification - ECU Data Monitors

24.4.1 At any time the TC may fit a data monitor to a competing Car. ECU data monitors are supplied by CupCar Australia and the wiring harness is fitted standard to complying Cars.

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

24.4.3 Any cost of rectifying damage (whether accidental or otherwise) to the ECU data monitor while in the possession of a Competitor, is the responsibility of the Competitor and the cost of any damage will be assessed by CupCar Australia.

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

24.4.5 ECU data logging by Competitors and/or Drivers is prohibited.

T25. RADIO COMMUNICATION

25.1 Two way radio communication is compulsory between Driver and pit crew. All relevant licensing and permits are the responsibility of the individual Competitor. If radio frequencies conflict with CupCar Australia, host circuit or emergency frequencies, Competitors will be compelled to change their frequency.

25.2 It is also compulsory for 1 member of each Car to monitor the race management frequency and advise their Driver and/or other team members of any instructions given over this frequency. This team member must monitor the race management frequency from the time the Cars are released from the paddock marquee until the Car returns to the paddock marquee. Instructions issued over this frequency are to be complied with by all vehicles. Non compliance will be treated as a breach.

25.3 It is the responsibility of the Competitor to provide CupCar Australia with a photocopy of their current radio licence and any change to that licence from time to time. It is forbidden to use unlicensed radio communication.

25.4 CCA may scan and record all radio transmissions.

APPENDIX 1 – 2006/2007 CAR SPECIFICATIONS

CARRERA CUP

APPROVED VEHICLE SPECIFICATION

RECOGNITION DOCUMENT

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

Model Type:	**997 GT3 Cup**
Model Name:	**2006 CUP**
Date of Issue of this Document:	**7 December 2005**

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME			
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil		
Damper Type:	Sachs - Oil/Gas	**Adjustable:**	No
Anti-sway bar:	Steel	**Adjustable:**	yes
Suspension adjustable:	Via spring seat Height	**Method:**	thread
1.3 REAR SUSPENSION			
Description:	Multi Link		
Spring medium:	Coil		
Damper type:	Sachs - Oil/Gas	**Adjustable:**	No
Anti-sway bar:	Steel	**Adjustable:**	yes
Suspension adjustable:	Via spring seat Height	**Method:**	thread
1.4 STEERING			
Type:	rack and pinion	**Make:**	Porsche
1.5 BRAKES			

	Front	**Rear**
Type:	Disc	Disc
Dimensions:	380 x 34	350 x 28
Material of disc	Cast Iron	Cast Iron
No. Pistons per Caliper:	6	4
Actuation:	Hydraulic	Hydraulic
Caliper:	Porsche	
Adjustable bias	Yes	
Brake Booster Fitted	No	
Comments:		

SECTION 2 - ENGINE

2.1 ENGINE			
Make:	Porsche		
Model:	GT3 Cup M 96.72		
No. cylinders:	Six	**Configuration:**	Flat
Cylinder Block-material:	Aluminium	**Four Stroke:**	yes
Bore - Original:	100 mm	**Max. allowed:**	100mm
Stroke - original:	76.4mm	**Max. allowed:**	76.4mm
Capacity - original:	3598cc	**Max. allowed:**	3598cc
Cooling method:	Liquid		
2.2 CYLINDER HEAD			
Make:	Porsche		
No. of valves/cylinder-	Inlet: 2	Exhaust:	2

No. of ports total:	Inlet: 6	Exhaust: 6
No. of camshafts:	4	Drive: Chain
Valve actuation:	Bucket with Hydraulic Lifters	
Spark plugs/cylinder:	1	

2.3 LUBRICATION	
Method:	Dry sump
Oil tank location:	Front of Engine
Dry sump pump type:	Gear
Location:	Crankcase & Cylinder Heads
Oil cooler standard:	Yes
Location:	Engine

2.4 IGNITION		
Type:	Coil on Plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection System	**Model:** MS3.1	**No:** 997 618 608 94
Make:	Porsche	**Type:** Motronic
Injector:	Porsche EV6C	**No:** 996 606 132 00

SECTION 3 - TRANSMISSION

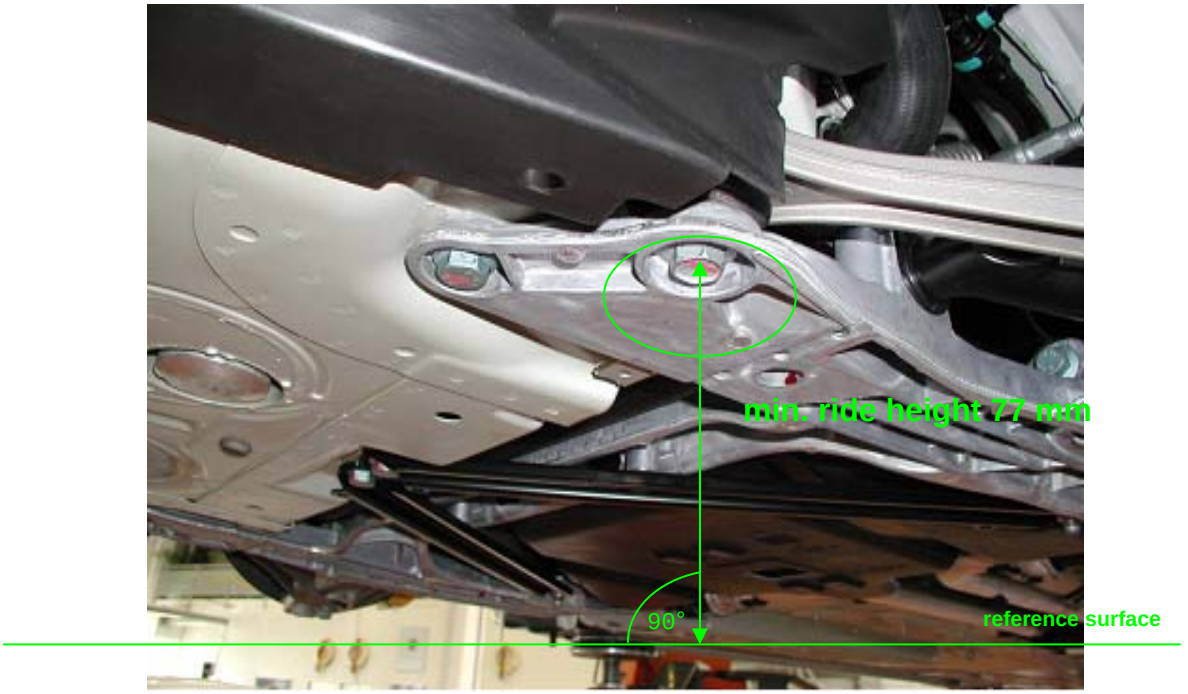
3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	
No. of Plates:	3 Friction, 3 Pressure:	Assembly 997 116 930 90 Friction 997 116 931 90
Components:	3 Friction Plates	Part No. # 997 116 931 90 L CC-OZ
	2 Intermediate Plates	Part No. # 997 116 137 90 CC-OZ
	1 Pressure Plate	Part No. # 997 116 131 90 CC-OZ
	1 Basket	Part No. # 997 116 932 90 L CC-OZ
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual Sequential	Rear Wheel drive
Make:	Porsche	
Model:	G97/60	
No. forward speeds:	Six	
1 – 38/12 3.166:1	2 – 32/15 2.133:1	3 – 31/18 1.722:1
4 – 28/20 1.400:1	5 – 30/26 1.154:1	6 – 27/28 0.964:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	**Lock Ratio:** 65/45%	996 332 083 9C
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	32/8 4.00:1	950 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	

Description:	996 332 024 92			
3.5 WHEELS AND TYRES				
Wheel type:	**Original:**	BBS	**Material:** **Original:**	Aluminium
	Allowed:	BBS	**Allowed:**	Aluminium
Fixture method:		Centre Lock		
		FRONT	**REAR**	
Wheel Rim		997 362 136 90	997 362 140 90	
	Original:	9 x 18 – 43mm offset	11 x 18 – 30mm offset	
	Allowed	9 x 18 – 43mm offset	11 x 18 – 30mm offset	

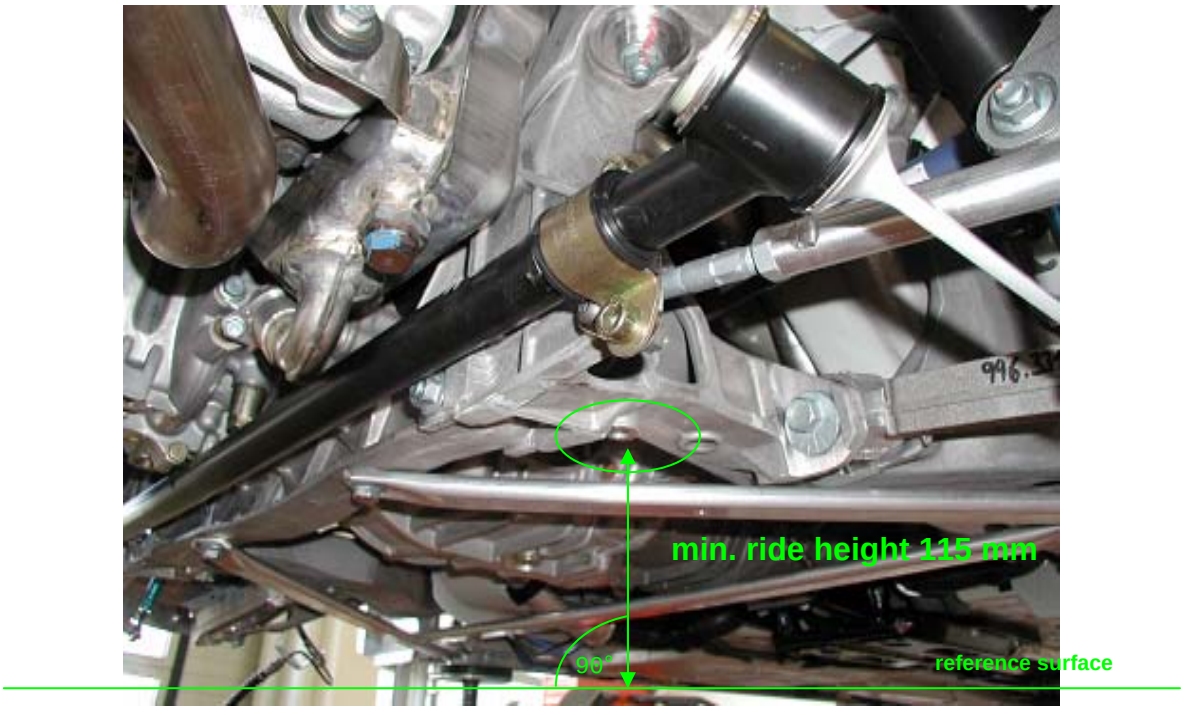
SECTION 4 - GENERAL

4.1 FUEL SYSTEM			
Tank Location:	Front	**Capacity:**	89 litres
Fuel pump, type and location:	Electric internal	**Make:**	Porsche
4.2 ELECTRICAL SYSTEM			
Voltage:	12 volts negative ground		
Alternator fitted:	Yes 996 603 019 90		
Battery Location:	front plenum chamber 999 611 053 20		
4.3 BODYWORK			
Type:	Coupe	**Material:**	steel/carbon fibre
4.4 DIMENSIONS			
Track:	**Front:** 1,516 mm +/- 0.1%	**Rear:**	1,561 mm +/- 0.1%
Wheelbase:	2,355 mm +/- 0.1%		
Racing weight:	1,240 kg (minimum)		
4.5 PERMITTED MODIFICATIONS			
No modifications or deviations from the standard specification of the Car are permitted.			

APPENDIX 2 - RIDE HEIGHT / GROUND CLEARANCE



RIDE HEIGHT MEASURING POINT - FRONT AXLE



RIDE HEIGHT MEASURING POINT - REAR AXLE

APPENDIX 3 – DIFFERENTIAL LOCK RAMP ANGLES