



2012 Porsche City Index Carrera Cup Australia Championship



Sporting and Technical Regulations



Version 1	Bulletin B12/009
<u>Version 2</u>	<u>Bulletin B12/079</u>



2012 Porsche City Index Carrera Cup Australia Championship Sporting Regulations

S1		TITLE and JURISDICTION	4
	S1.1	Title	4
	S1.2	Authority / Jurisdiction	4
S2		ADMINISTRATION	4
	S2.1	Personnel	4
S3		COMPETITOR ELIGIBILITY	4
S4		AUTOMOBILE ELIGIBILITY	4
	S4.1	Replacement Automobiles	4
S5		DRIVER ELIGIBILITY	5
	S5.1	Driver Classification/Status	5
	S5.2	Substitute drivers	5
S6		CHAMPIONSHIP ROUNDS / REGISTRATION	5
S7		CHAMPIONSHIP CALENDAR	5
S8		ROUND FORMAT	5
	S8.1	Round Format	5
	S8.2	Variations to Timetable	5
S9		GRID DETERMINATION	6
	S9.1	Grid determination	6
	S9.2	Driver Qualification	6
S10		START PROCEDURE	6
S11		AWARDS and POINTSCORE	6
	S11.1	Prizes and Trophies	6
	S11.2	Championship Pointscore	6
S12		EVENT OPERATIONS	7
	S12.1	Championship Registration and Entry	7
	S12.2	Driver/Team Manager Briefings	7
	S12.3	Impound/Parc Ferme	7
	S12.4	Practice	7
	S12.5	Qualifying	7
	S12.6	Pit Lane	7
	S12.7	Removal of Automobiles from the Circuit	8
	S12.8	Practice Starts	8
	S12.9	Radio Communication to/from Automobile	8
	S12.10	Race Management Channel (RMC)	8
	S12.11	Lap Triggers	8
S13		TYRES	8
S14		FUEL	9
S15		AUTOMOBILE MARKINGS	9
	S15.1	Automobile Markings & Championship Identification	9
	S15.2	Competition Numbers	10
S16		TESTING RESTRICTIONS	10
S17		RAIN LIGHT	10
S18		IN-CAR CAMERAS	10
S19		HEAD RESTRAINT	10
S20		GROUND CLEARANCE	10
S21		TELEMTRY, DATA RECORDING SYSTEM	10
		APPENDIX 1 – AUTOMOBILE MARKINGS	11
		APPENDIX 2 – FUEL CONTAINER	12



2012 Porsche City Index Carrera Cup Australia Championship Technical Regulations

T1		GENERAL	13
T2		ELIGIBILITY	13
	T2.1	Eligible Automobiles	13
	T2.2	Examination for Eligibility	13
T3		SCRUTINY	13
	T3.1	Onus on Competitor	13
	T3.2	Targeted Scrutiny	13
T4		COCKPIT	13
	T4.1	Safety Cage	13
	T4.2	Windscreens	13
	T4.3	Pit Lane Speed Limiter	14
	T4.4	Seat	14
	T4.5	Safety Harnesses	14
	T4.6	Cool Suit Associated Components	14
	T4.7	Drink Bottles	14
	T4.8	In-Car Cameras	14
	T4.9	Timing Transmitters	14
	T4.10	Fire Extinguisher	14
	T4.11	Side and Rear Windows	14
	T4.12	Coachwork	15
	T4.13	Ventilation	15
T5		TRANSMISSION	15
	T5.1	Power Transmission/Differential	15
	T5.2	Duty of Notification	15
	T5.3	Engine and Gearbox Repairs	15
	T5.4	Seals	15
	T5.5	Throttle Blipper	16
T6		SUSPENSION	16
	T6.1	Suspension	16
	T6.2	Dampers and Springs	17
	T6.3	Ground Clearance	17
	T6.4	Anti-Roll Bars	17
	T6.5	Toe Rods	17
T7		TELEMETRY, DATA RECORDING SYSTEMS AND ECU	17
	T7.1	Telemetry	17
	T7.2	Data Recordings Systems	18
	T7.3	ECU and Wiring Loom	18
	T7.4	Verification – ECU Data Monitors	18
T8		WHEELS	18
T9		RACING WEIGHT	18
T10		LUBRICANTS	18
	T10.1	Engine Oil	18
	T10.2	Gearbox Oil	18
	T10.3	Oil Samples	18
T11		FUEL SYSTEM	19
T12		REAR SPOILER	19
T13		FRONT LIP	19
T14		EXHAUST SYSTEM	19
		APPENDIX 1 – Automobile Specifications	20
		APPENDIX 2 – Timing Transmitter Location	24
		APPENDIX 3 – Differential Lock Ramp Angles	25
		APPENDIX 4 – Request for Repairs/Seal Removal Form (Sample)	26
		APPENDIX 5 – Repair Declaration Form (Sample)	27
		APPENDIX 6 – Measuring Points	28
		APPENDIX 7 – Toe Rods	30
		APPENDIX 8 – In Car Camera Reserved Signage	31
		APPENDIX 9 – Exhaust System	32

2012 Porsche City Index Carrera Cup Australia Championship

Sporting Regulations

S1 TITLE and JURISDICTION

S1.1 Title

This Championship shall only be known as and referred to as the “Porsche City Index Carrera Cup Australia”.

S1.2 Authority / Jurisdiction

- (a) Each event in the 2012 Porsche City Index Carrera Cup Australia Championship (Championship) shall be conducted under the provisions of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Competition Rules (NCR) and Race Meeting Standing Regulations (RMSR) of the Confederation of Australian Motor Sport Ltd (CAMS); the Sporting and Technical Regulations issued for this Championship by CAMS; Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Stewards of the Meeting and any Driver Briefing Notes issued by the Race Director or the Clerk of the Course at a meeting.
- (b) This Championship has been sanctioned by CAMS as a National Championship.
- (c) Porsche Cars Australia Pty Ltd (PCA) has been appointed as the Category Manager (CM) by CAMS for this Championship.

Contact Details: Porsche Cars Australia Pty Ltd (ABN 67 004 327 048)
Jamey Blaikie
109-111 Victoria Parade
Collingwood VIC 3066
Tel: (03) 9473 0941
Fax: (03) 9415 7906
Email: jamey.blaikie@porsche.com.au

S2 ADMINISTRATION

S2.1 Personnel

The following personnel have been appointed to the Championship by CAMS and/or the CM and have the authority to administer the various aspects of these regulations as detailed in the RMSR.

- | | |
|---|-----------------------------------|
| (a) Race Director (RD) | Paul Taylor |
| (b) Technical Commissioner (TC) | Brenden McLean |
| (c) Investigating and Prosecuting Officer (IPO) | Chris McMahan |
| (d) Driving Standards Advisor (DSA) | Cameron McConville |
| (e) Category Administrator (CA) | <u>Jamey Blaikie</u> Jodi Zylstra |
| (f) Technical Advisor (TA) | Steve Orban |

S3 COMPETITOR ELIGIBILITY

To be eligible to compete in the Championship, each Competitor must hold a current CAMS Competitor's Licence and be a party to a current Participation Agreement with the CM.

S4 AUTOMOBILE ELIGIBILITY

Each automobile must comply with the provisions of 2012 Porsche City Index 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 Porsche Cars Australia.

S4.1 Replacement Automobiles

Following the commencement of the first practice session of each round of the Championship, 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 hold a current CAMS National Circuit Licence (NC) or higher.

S5.1 Driver Classification/Status

Each driver shall be assessed by the CM prior to entering the Championship and shall be deemed to be one of the following classifications for the purpose of awarding class points:

1. Professional
2. Elite

Each driver shall be advised in writing by the CM of their classification. A driver's classification may be changed at any time as determined and advised by the CM.

S5.2 Substitute Drivers

Prior to the commencement of the first qualifying session at each round of the Championship, a Competitor may nominate a substitute driver who may be permitted to compete in the remainder of the meeting subject to the approval of the Stewards of the Meeting and the CM.

S6 CHAMPIONSHIP ROUNDS / REGISTRATION

The Championship shall be conducted over eight (8) Rounds as detailed in the Championship Calendar below. Each race conducted as a part of the Championship shall count in determining the final results. Each competitor shall be required to be registered with the CM prior to competing in the Championship.

S7 CHAMPIONSHIP CALENDAR

The Championship shall be conducted over the following rounds:

Round	Date	Circuit
1	1 – 4 March	Adelaide Parklands
2	15 – 18 March	Albert Park
3	4 – 6 May	Barbagallo
4	18 – 20 May	Phillip Island
5	6 – 8 July	Townsville
6	4 – 7 October	Mount Panorama
7	19 – 21 October	Surfers Paradise
8	30 November – 2 December	Sydney Olympic Park

S8 ROUND FORMAT

The number, length and format of track sessions shall ultimately be negotiated between the CM and the event organiser prior to a round of the Championship and shall be advised in the relevant Supplementary / Further Supplementary Regulations issued for a meeting.

S8.1 Round Format

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

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

S8.2 Variations to Timetable

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

S9 GRID DETERMINATION

S9.1 Grid Determination

The grid for each race shall be determined as detailed in the RMSR – Progressive Grid.

S9.2 Driver Qualification

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

S10 START PROCEDURE

The start procedure for each race shall be as detailed in the RMSR – Non-Championship Start – Standing Start.

S11 AWARDS and POINTSCORE

S11.1 Prizes and Trophies

Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.

S11.2 Championship Pointscore

(a) Points shall be awarded to drivers for each race in the Championship as follows:

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

- (b) Points shall only be awarded to the drivers classified as finishers in the final results of each race.
- (c) Any race which is stopped, and not restarted, and during which less than 50% of the race distance has been completed by the leader shall be deemed a non race in respect of Championship points and no points shall be awarded.
- (d) Any race which is stopped, and not restarted, during which 50% – 75% of the race distance has been completed by the leader shall be deemed to have been completed in respect of Championship points but only 50% Championship points shall be awarded.
- (e) Any race which is stopped during which 75% or more of the race distance has been completed by the leader shall be deemed to have finished and full Championship points shall be awarded.
- (f) The results for each round of the Championship shall be determined by the number of points scored by each driver at that round. In the event of a tie at the end of any round of the Championship, the final positions for that round shall be determined by comparing the results of each of the tied drivers in the final race of that round. The higher place in the round results shall be awarded to the driver with the higher finishing position in the final race.
- (g) The driver gaining the highest points total over the eight(8) rounds shall be declared the winner of the Championship.
- (h) In the event of a tie at the end of the Championship, final positions shall be determined by comparing the race results achieved by each tied driver, with the driver with the highest number of first places being awarded the higher Championship position. If at this stage a tie still exists, it shall be resolved by comparing the number of second, third or fourth places (and so on) achieved by each tied driver

until all positions have been determined.

- (i) For Class awards, each Driver in each Class who is classified as a finisher shall receive points in accordance with the above pointscore table relative to each other driver in their class.
- (j) The Driver who accumulates the greatest number of points during the year in each Class shall be awarded 'First in Class' for the Championship.
- (k) For the Elite Class, only points for each driver's best seven (7) rounds shall count towards the final class pointscore.

S12 EVENT OPERATIONS

S12.1 Championship Registration and Entry

The Championship shall operate under the CAMS Series Registration and Entry Process. Series Registration and Entry Forms shall be available from the CM with document checking being conducted by the CM prior to the first official track session at each round of the Championship.

S12.2 Driver/Team Manager Briefings

Each Driver and Team Manager (i.e. an appropriately authorised representative of the Competitor, other than the driver) must attend the compulsory Drivers/Team Manager Briefing. The time and location of this briefing shall be detailed in the Supplementary or Further Regulations for the meeting. The attendance sheet must be signed by the Driver and the Team Manager to confirm attendance. Other compulsory briefings may be convened as required and shall be advised to each Competitor accordingly.

S12.3 Impound/Parc Ferme

- (a) Each automobile, including those remaining in pit lane, must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of qualifying without interference from any third party (other than an Official of the Meeting).
- (b) Each automobile completing each race must proceed directly to the designated impound/Parc Ferme area via the most direct route (or as directed by Race Officials) at the conclusion of the race, without returning to pit or paddock areas and without interference from any third party (other than an Official of the Meeting).
- (c) One (1) team member per automobile may be permitted to enter the designated impound/Parc Ferme area for the purpose of checking tyre pressures only. This shall be permitted at the direction of the TC or the Chief Scrutineer only and the team member must leave the impound/Parc Ferme area immediately once the tyre pressure check is completed.
- (d) Automobiles may not be removed from any impound/Parc Ferme except at the direction of the TC or the Chief Scrutineer.

S12.4 Practice

The order in which automobiles proceed onto the track at the commencement of each practice session from Round 2 of the Championship onwards shall be determined by the Championship order at the conclusion of the previous Round.

S12.5 Qualifying

- (a) The order in which automobiles proceed onto the track at the commencement of each qualifying session shall be determined by the lap times achieved in the combined practice sessions at the meeting with the automobile which achieved the fastest lap time proceeding onto the track first and so on.

In the event that an automobile is unable to proceed onto the track in the order specified in S12.4 or 12.5 (a), the CM may indicate to the next automobile to take its place in the order.

- (b) During qualifying automobiles may not return to the paddock area without the express permission of the TC. If an automobile exits pit lane to the paddock during qualifying it shall not be permitted to re-join that session.

S12.6 Pit Lane

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 meeting organiser.

S12.7 Removal of Automobiles from the Circuit

Following the commencement of the first qualifying session, it is not permitted to remove any automobile from the circuit (prior to the release of all automobiles from the impound/Parc Ferme established following the final race of that round of the Championship) without the prior express written approval of the TC.

S12.8 Practice Starts

Practice starts are only permitted at the pit lane exit.

S12.9 Radio Communication to/from Automobile

Two way radio communication between the driver and a member of the pit crew is mandatory at all times whilst the automobile is on the race track.

S12.10 Race Management Channel (RMC)

A minimum of one (1) senior team member for each competing automobile must monitor RMC at all times during practice, qualifying or racing. This team member must monitor RMC from the time that the marshalling of automobiles commences prior to their release from the pit/paddock bay until all cars have returned to their allocated pit/paddock bay at the conclusion of any practice session, qualifying session or race. All relevant messages received on the RMC must be relayed to the driver. Details of the RMC frequency shall be available from the CM.

S12.11 Lap Triggers

The use of individual beacons is prohibited.

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

Front: Michelin slick tyre – 25/64-18 Porsche Cup N1

Rear: Michelin slick tyre – 30/68-18 Porsche Cup N1

Wet weather tyres

Front: Michelin wet tyre – 24/64-18 P2G

Rear: Michelin wet tyre – 30/68-18 P2G

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

European Technique

338 Swan Street

Richmond VIC 3121

Ph: 03 9428 5547

Fax: 03 9428 0839

(c) Each control tyre is allocated to a specific automobile (identified by its chassis/VIN#) and, with the exception of wear resulting from normal usage, each control tyre must remain unmodified except as detailed below;

(i) A section of “build up” measuring a maximum of 50mm x 50mm may be removed from each tyre to allow the tyre tread depth to be measured at a maximum of eight (8) locations on any one (1) tyre.

(ii) The removal of any additional “build up” to allow closer inspection of a control tyre must not be carried out without the prior express permission of the TC.

(iii) Other than as provided in this rule, teams must not remove tyre “build up” from any control tyre by any means other than by driving during a round.

(iv) The removal of tyre ‘build up’ is permitted between rounds.

(d) For the first round of the Championship in which an eligible automobile competes, the Competitor may use four (4) new tyres for practice on that automobile. From the commencement of the second round of the Championship in which an automobile competes, only previously nominated control tyres may be used during practice.

- (e) A maximum of eight (8) dry control tyres must be nominated to the TC prior to the commencement of the first qualifying session and these nominated tyres are the only tyres permitted to be used on that automobile during any qualifying session or race at that round of the Championship.
- (f) All tyres must only be mounted with the barcode facing outwards. It is not permitted to “turn” tyres on the rim once fitted and nominated.
- (g) There shall be no new replacement control tyres. It shall be each Competitor's responsibility to ensure that they have sufficient quantity of previously nominated, used control tyres to use as a replacement if required.
- (h) Permission to use previously nominated, used control tyres shall be given, only in exceptional circumstances at the discretion of the TC. Any replacement tyre approved for use must be marked for use on that automobile at that round of the Championship by the TC and that automobile must then start the next race at that round of the Championship from the rear of the grid.
- (i) The use of any tyre heating, heat retention devices or chemical treatments are prohibited.
- (j) Wet weather tyres are free in number.

Please note: The TC shall be sole arbiter with regard to the interpretation and application of these tyre regulations and any decision made by the TC in this regard shall not be the subject of any protest or appeal.

S14 FUEL

For the duration of a meeting, competitors 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

Approved containers as supplied by the Fuel Supplier and as detailed in Appendix 2 must be used.

Please note: With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

S15 AUTOMOBILE MARKINGS

S15.1 Automobile Markings and Championship identification

In addition to the requirements detailed below and Appendix 1 of these regulations, all automobiles must comply with Appendix K of the CAMS Manual of Motor Sport:

- (a) Each competitor must display the Championship sponsor decals as detailed in the table below and Appendix 1 of these regulations. The Championship sponsor decals shall be supplied by the CM.

COMPETITION NUMBERS	
LOCATION	
Front Windscreen	200mm high, as supplied by the CM. To be positioned 50mm down from the lower edge of the windscreen band on the opposite side of the driver.
Side Quarter Glass	100mm high, on black backing as supplied by the CM.
Rear Windscreen	200mm high, as supplied by the CM. To be positioned 50mm down from the lower edge of the rear windscreen band on the same side as the driver.
DRIVER'S SURNAME	
LOCATION	
Door Glass	80mm high, as supplied by the CM. Positioned 20mm above the lower edge of the door glass and to the most rear-ward position.
CLASS IDENTIFIER	
LOCATION	
Side Quarter Glass	As supplied by the CM. Positioned in the vertical black border of the Quarter glass.
www.porsche.com.au	
LOCATION	
“A” Pillar - Passenger Side	As supplied by the CM, to be positioned on the right hand side (passenger side) “A” pillar.
www.carreracup.com.au	
LOCATION	
“A” Pillar - Driver Side	As supplied by the CM, to be positioned on the left hand side (Driver side) “A” pillar.

SPONSORS DECALS	
LOCATION	
	As supplied by the CM. Refer to Appendix 1 – 2012 Reserved Signage Diagram.
CAMS LOGO	
LOCATION	
Immediately Above Sill Panels	As supplied by CAMS, to be positioned above the sill at the most rear-ward position, before the rear wheel

S15.2 Competition Numbers

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

S16 TESTING RESTRICTIONS

Unless approved by the CM in writing, testing of any race car and/or driver deemed to be associated with the Championship is not permitted on any circuit during the seven (7) days preceding a race meeting for the Championship at that circuit, other than private sessions sanctioned by the CM.

S17 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.

S18 IN-CAR CAMERAS

Each automobile is fitted with a MoTeC in-car camera system. It is not permitted to fit additional on-board cameras. The CM reserves the right to install TV production in-car cameras and position signage within view of the camera. Teams shall be allocated signage area within view of the TV production in-car camera as per Appendix 8.

S19 HEAD RESTRAINT

In addition to the requirements of Schedule D of the CAMS Manual of Motor Sport, each driver must wear a frontal head restraint approved to the FIA 8858-2002 or FIA 8858-2010 Standard at all times whilst driving an automobile on the race circuit during any practice session, qualifying session or race.

S20 GROUND CLEARANCE

It is forbidden to adjust the ride height of an automobile during a qualifying session of a Meeting. Any competitor or team member found adjusting the ride height of the automobile during a qualifying session of a Meeting shall automatically have their lap times for the entire session excluded.

S21 TELEMETRY, DATA RECORDING SYSTEMS

(a) At any time during a Meeting, the TC or the TA and/or Stewards of the Meeting 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 of the Meeting for use as evidence in inquiries and hearings.

(b) The use of laptops/computers on the automobile is forbidden for teams during Qualifying and the Races from the time the automobile enters the marshalling area until the automobiles are released from Parc Ferme.

APPENDIX 1 Automobile Markings



APPENDIX 2 Fuel Container



2012 Porsche City Index Carrera Cup Australia Championship

Technical Regulations

T1 GENERAL

Unless expressly permitted in these Rules, modification to the standard specification of the automobile as supplied by Porsche Cars Australia (PCA) is strictly prohibited. In the event of any dispute, parts or specifications of the automobile in question shall be compared against parts and/or specifications supplied by PCA. PCA reserves the right to update part numbers from time to time as they are superseded.

T2 ELIGIBILITY

T2.1 Eligible Automobiles

Only Porsche 911 GT3 Cup cars purchased new from PCA with a Race Vehicle Authorisation Certificate (RVAC) shall be eligible to compete in the 2012 Porsche City Index Carrera Cup Australia Championship (Championship). Each automobile must, without exception, comply with these Technical Regulations throughout all official on-track activities at a Round of the Championship. See automobile specifications at Appendix 1.

T2.2 Examination for Eligibility

The presentation of an automobile for participation in any round of the Championship shall be deemed to be an implicit statement by the Competitor of conformity with all the Rules in these Technical Regulations.

- (a) Should the Technical Commissioner (TC) suspect at any time that an automobile does not comply with these Regulations, the Competitor, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- (b) Any comment so made may be recorded by the TC, and subsequently may be presented at any Stewards' Inquiry or Hearing.
- (c) Should the TC fail to receive an adequate comment on the suspected or alleged ineligibility, which the TC alone has sole discretion to consider as adequate or satisfactory, the TC may require the automobile to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- (d) At the discretion of the Stewards of the Meeting and/or the TC, any components, parts or automobiles may be sealed by the TC for later examination.

T3 SCRUTINY

T3.1 Onus on Competitor

The onus is on the Competitor, or their nominated representative, to present their automobile for scrutiny at the appropriate times, in a complete and finished state, in 'ready to race' condition including all markings on automobiles in accordance with the Sporting Regulations and Schedule K of the CAMS Manual of Motor Sport and an operating timing transmitter in position on the automobile.

T3.2 Targeted Scrutiny

Scrutiny at each round of the Championship shall be conducted according to the Targeted Scrutiny Procedures published by CAMS.

T4 COCKPIT

T4.1 Safety Cage

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

T4.2 Windscreens

Each automobile is 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 and windshield protection tear-offs.

T4.3 Pit Lane Speed Limiter (Limiter)

The Limiter must be activated at all times whilst the automobile is moving in Pit Lane.

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

T4.4 Seat

(a) The Driver's seat may be replaced by another of a type homologated by the FIA to the 8855-1999 or 8862-2009 standard.

(b) The original mounting (track) must be retained, unless specifically approved otherwise by the TC.

(c) Each application by a Competitor to the TC for consideration of approval of alternative seat mounting must include an 'Engineers Report', compiled by a suitably qualified engineer, that certifies the alternative mounting system.

A seat complying with FIA 8862-2009 standard must use the homologated seat mounts.

The floor of the automobile must not be modified in any way and the original mounting holes must be used.

T4.5 Safety Harnesses

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

T4.6 Cool Suit Associated Components

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

(b) 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 seat mounting holes and any cooler unit mounting bracket which was supplied with the cooler unit.

T4.7 Drink Bottle

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

T4.8 In-Car Cameras

Only the MoTeC in-car camera system (VCS with DSP v61-21) is permitted, other than those fitted by personnel authorised by the television network for TV production purposes and approved by the CM. The installation of the camera and associated components must be to the satisfaction of the TC and Chief Scrutineer.

T4.9 Timing Transmitters

The location of the Dorian Data 1 transmitter shall be in the recessed section of the right rear floor pan directly behind the right rear air jack. See diagram attached at Appendix 2.

T4.10 Fire Extinguisher

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

T4.11 Side and rear windows

Only the genuine Porsche 911 GT3 Cup (Type 997) side and rear windows, as originally supplied, are permitted. Part numbers are as follows:

Door Window (left): 997.542.511.91

Door Window (right): 997.542.512.91

Rear Side Window (left): 997.543.011.9D

Rear Side Window (right): 997.543.012.9D

Rear Window: 997.545.111.92

T4.12 Coachwork

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

T4.13 Ventilation

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

T5 TRANSMISSION

T5.1 Power Transmission/Differential

- (a) The ramp angle of the differential lock is 32degrees +/- 17' (pull) and 45degrees +/- 17' (push). The ramp angles are determined from the axis of rotation. See diagram at Appendix 3. This results in a locking ratio of 37/52% in conjunction with the locking plates.
- (b) The minimum locking torque of the differential lock is achieved when the torque, as measured at the wheel nut with blocked meshing gear, stands at 60 Nm. At no point during the racing event may the torque fall below this minimum level. When checking the torque by the TC, the tool defined by the CM must be used.

T5.2 Duty of Notification

- (a) It is the duty of the Competitor to notify the CM, in writing, of any required repairs to the below listed components by submitting the Request for Repairs/Seal Removal Form. (Sample shown at Appendix 4).
- (b) No work should be undertaken unless written confirmation has been received from the CM for such work to commence. The CM reserves the right to inspect any automobile prior to this authority being granted.
- (c) Any breach of the requirement for notification shall be referred to the Stewards of the Meeting.

T5.3 Engine and Gearbox 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 CM;
 - Crankcase
 - Crankshaft
 - Pistons
 - Cylinder head
 - Camshaft
 - Gearbox
 - Differential
- (b) All engine repairs are required to be checked and approved by an authorised Porsche Master Technician, who shall carry out the resealing of the repaired components. For gearbox and differential repairs, the repairer shall complete the necessary repairs and present the components to the CM at the next race meeting along with the signed Repair Declaration Form (Sample shown at Appendix 5). Once the CM and the TC are satisfied that the appropriate procedures have been complied with, the TC shall then fit the required seals.
- (c) The designated Porsche Master Technicians shall be trained by a Porsche Motorsport representative and shall have all specialist tools available to carry out work on these engines and gearboxes.
- (d) The above protocol is to ensure continuity and parity between automobiles. This is an essential ingredient in the success of the Championship.
- (e) Any breach of the above direction may be referred to the Stewards of the Meeting.

T5.4 Seals

- (a) The CM shall supply and fit engine and gearbox seals to each automobile determined to be eligible to compete. These seals shall be fitted to the camshaft housing covers on the right and left hand sides of the engine, the engine crankcase, differential housing and to the gearbox housing (5 seals).
- (b) 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 of the Meeting.

(c) The Competitor of an automobile found not to have seals fitted (save that written advice has been forwarded to the CM and the CM has given written permission for the seals to be removed) may be referred to the Stewards of the Meeting.

(d) At all times, the TC shall be a judge of fact in respect of any seals fitted to an automobile.

Note: The CM 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 shall result in the ceramic disc fracturing, damaging the ability of the bar code to be scanned.

T5.5 Throttle Blipper

A manual throttle blipper – part number 997.423.073.90 and blipper cable – part number 997.423.221.9C are permitted to be fitted to an automobile driven by an Elite driver.

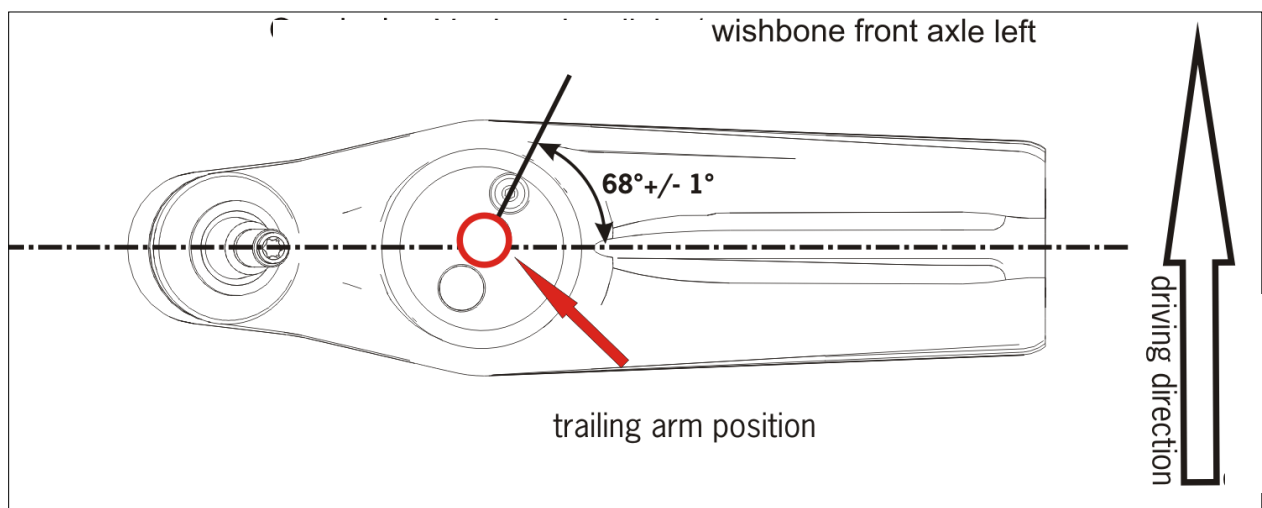
T6 SUSPENSION

T6.1 Suspension

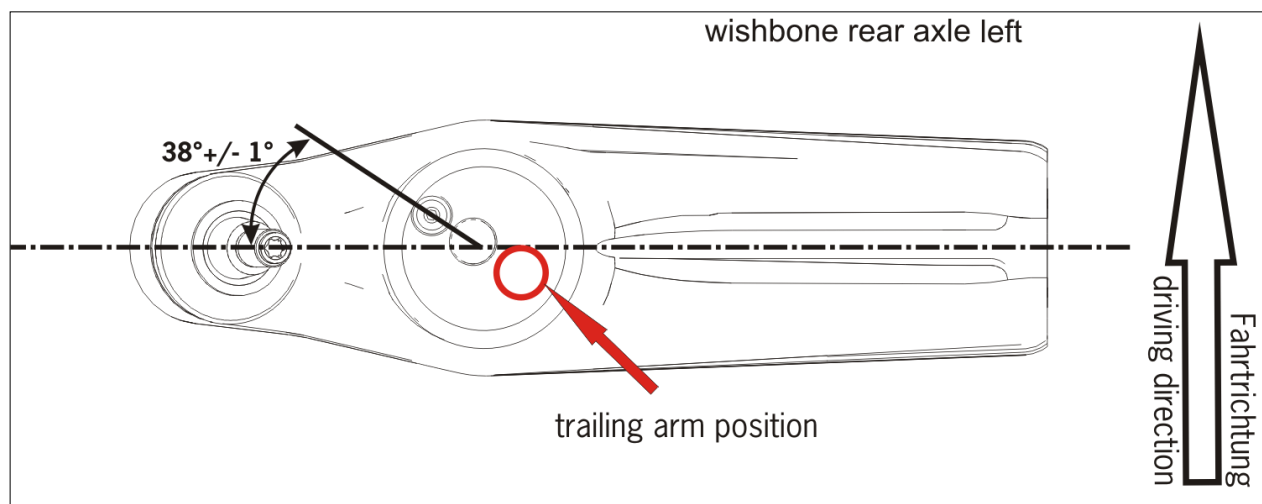
(a) The suspension may be adjusted within the existing tolerances. All original parts, including replacement parts, must be retained in their original fitted location. The maximum permissible thickness of shims on the control arms are:

- Front Axle: 13mm
- Rear Axle: 13mm

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



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



T6.2 Dampers and Springs

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

- Front: 997 343 041 98
- Rear: 997 333 051 96

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

(b) Springs shall be H & R brand, 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: 80-60-60 997 333 537 90

as supplied by the factory, unless the CM determines these are unsuitable. In this case, and subject to approval from CAMS, the CM shall advise each Competitor of any change to the mandatory springs.

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

T6.3 Ground Clearance

(a) The minimum ground clearance of the ready-to-drive automobile (with the driver in the automobile and slick tyres at 2.0 bar +/- 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the Meeting.

(b) For the duration of the Meeting, the ground clearance of the front axle is to be a minimum of 68mm and the clearance at the rear axle a minimum of 112mm.

(c) The measuring points are as below and are depicted at Appendix 6;

- Front Axle: mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface
- Rear Axle: machined surface on the side section of the rear axle in relation to the reference surface

The ground clearance may be changed within the existing adjustment range.

(d) The minimum ground clearance of the ready-to-drive automobile is checked using a measuring device and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive automobile including the driver sitting in the driver's seat. If the measuring gauges can be moved under the measuring points described above, this confirms compliance with the minimum height requirement.

(e) Compliance shall be as determined by the TC.

(f) Each automobile that records a height less than the stipulated minimum shall incur a penalty. The penalty for the first breach shall be exclusion from the results of that session. The penalty for any subsequent breach of the minimum height may include exclusion from the Event.

T6.4 Anti-Roll bars

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.

T6.5 Toe Rods

Front and rear toe rods, spacers and trunions must be assembled as per Appendix 7.

T7 TELEMETRY, DATA RECORDING SYSTEMS AND ECU

T7.1 Telemetry

The use of telemetry is prohibited.

T7.2 Data Recording Systems

The MoTeC data acquisition system as supplied originally with the automobile shall be the only data acquisition system permitted. This system must be installed as original without modification. The MoTeC system is assigned to the VIN/Chassis Number and must not be exchanged. (Dash manager version ADL2 4.51 I)

T7.3 ECU and Wiring Loom

- (a) The Motronic electronic control units coded and sealed by PCA are the only units to be used.
- (b) The Motronic electronic control unit including the complete wiring loom must be used without being changed. The TC and or the TA reserve the right to check or exchange the Motronic electronic control unit. The CM 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 automobiles.
- (c) The installation of MoTeC supplied steering angle sensors, brake pressure sensors and expansion of the memory to 4Mb is compulsory

T7.4 Verification – ECU Data Monitors

- (a) At any time the TC may fit a data monitor to a competing automobile. ECU data monitors are supplied by the CM and the wiring harness is fitted standard to each automobile.
- (b) Each Competitor is responsible for ensuring that the wiring and sensors that provide signals to the ECU data monitor are adequately maintained and remain working at all times.
- (c) Any cost of rectifying damage (whether accidental or otherwise) to the ECU data monitor while in the possession of a Competitor, is the responsibility of the Competitor and the cost of any damage shall be assessed by the CM.
- (d) The TC shall make all decisions in relation to all determinations regarding the installation and operation of the ECU data monitor and any interpretation arising there from.
- (e) ECU data logging by Competitors and/or Drivers is prohibited.

T8 WHEELS

Only the wheels detailed in the automobile's Recognition Document are allowed. Competitors are required to have a minimum of three (3) full sets of wheels.

T9 RACING WEIGHT

- (a) Each automobile must achieve a minimum racing weight of 1260kg. Weight may be checked after each official qualifying session and after each Championship race on the scales provided by the CM at each venue. The weight recorded on these scales shall be considered to be fact and shall not be the subject of any Appeal or Protest.
- (b) Each automobile that records a weight less than the stipulated minimum shall incur a penalty. The penalty for the first breach shall be exclusion from the results of that session. The penalty for any subsequent breach of the minimum weight may include exclusion from the Event.
- (c) **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.

T10 LUBRICANTS

T10.1 Engine Oil

Only Mobil 10W40 engine oil may be used in the engine at all times during practice, qualifying and racing. Any addition of additives is prohibited.

T10.2 Gearbox Oil

Only Mobil Lube 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. There is to be a minimum of 3.3 litre transmission oil in the gearbox at all times.

T10.3 Oil Samples

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

T11 FUEL SYSTEM

(a) Only the control fuel may be used from practice onwards. The TC is entitled to take fuel samples from an automobile 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 system at any time during the Event until after the end of the Parc Ferme period. These samples must be identical with the reference fuel of the designated fuel supplier.

Please note: With the exception of ambient atmospheric air and the specified control fuel, no other substance may be added to the intake charge of the engine.

(b) Competitors are prohibited from bringing fuel to an event.

(c) The specified fuel shall be available for purchase at all Meetings.

T12 REAR SPOILER

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

T13 FRONT LIP

One version of front lip (closed) is approved for use on the Porsche 911GT3 Cup (Type 997) MY 2011. Part Number 997.505.557.92

T14 EXHAUST SYSTEM

Exhaust System Nr 1 ('Supercup' system) is to be fitted as standard. Exhaust System Nr 2 (centre rear muffler and attachments) must be taken to all rounds. Refer Appendix 9.

APPENDIX 1 – 2012 AUTOMOBILE SPECIFICATIONS

<p>CARRERA CUP APPROVED VEHICLE SPECIFICATION RECOGNITION DOCUMENT</p>
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This form details the approved specifications of individual Car models and shall be referred to as the “Recognition Document”.

Model Type:	997 GT3 Cup
Model Year:	2011 CUP
Date of Issue of this Document:	2 March 2011

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME			
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut – Type Axle, Height Adjustable		
Spring medium:	Double Coil Springs (main and helper springs)		
Damper Type:	Sachs - Oil/Gas	Adjustable:	No
Anti-sway bar:	Steel – Double Blade Type	Adjustable:	yes
Suspension adjustable:	Via spring seat Height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Multi Link with Solid Mounted Subframe		
Spring medium:	Double Coil Springs (main and helper springs)		
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	355 x 28	
Part Nr:	Left: 997.351.409.92 Right: 997.351.410.92	Left: 997.352.405.91 Right: 997.352.406.91	
Material of disc	Composite Cast	Cast Iron	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche	Porsche	
Adjustable bias	Yes		
Brake Booster Fitted	No		
Brake Pads	Pagid P50 Prt Nr: 996.351.940.93	Pagid P50 Prt Nr: 997.352.930.93	
Comments:			

SECTION 2 - ENGINE

2.1 ENGINE			
Make:	Porsche		
Model:	97/78		
No. cylinders:	Six	Configuration:	Flat
Cylinder Block-material:	Aluminium	Four Stroke:	Yes
Bore - Original:	102.7 mm	Max. allowed:	102.7mm
Stroke - original:	76.4mm	Max. allowed:	76.4mm
Capacity - original:	3797cc	Max. allowed:	3797cc
Cooling method:	Liquid		

2.2 CYLINDER HEAD		
Make:	Porsche	
No. of valves/cylinder-	Inlet: 2	Exhaust: 2
No. of ports total:	Inlet: 6	Exhaust: 6
No. of camshafts:	4	Drive: Chain
Valve actuation:	Bucket with Hydraulic Lifters	
Spark plugs/cylinder:	1	
2.3 LUBRICATION		
Method:	Dry sump	
Oil tank location:	Front of Engine	
Dry sump pump type:	Gear	
Location:	Crankcase & Cylinder Heads	
Oil cooler standard:	Yes	
Location:	Engine	
2.4 IGNITION		
Type:	Coil on Plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection System	Model: MS3.1	No: 997.618.682.92
Make:	Porsche	Type: Motronic /Bosch
Injector:	Porsche EV6C	No: 997.605.132.91

SECTION 3 - TRANSMISSION

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	
No. of Plates:	3 Friction, 3 Pressure:	Assembly: 997.116 .001.91 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 3.167:1	2 - 32/15 2.133:1	3 - 31/18 1.722:1
4 - 28/20 1.400:1	5 - 26/23 1.130:1	6 - 27/29 0.931:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 37%/52%	997.332.083.95
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	32/8	950.302.911.80
Comments:	Oil cooler and pump fitted as standard	
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	997.332.024.92	

3.5 WHEELS AND TYRES		
Wheel type:	BBS	Material: Aluminium
Fixture method:	Centre Lock	
	Front	Rear
Wheel Rim	997.362.136.96	997.362.140.97
	9.5 x 18 - 37mm offset	12 x 18 - 30mm offset

SECTION 4 - GENERAL

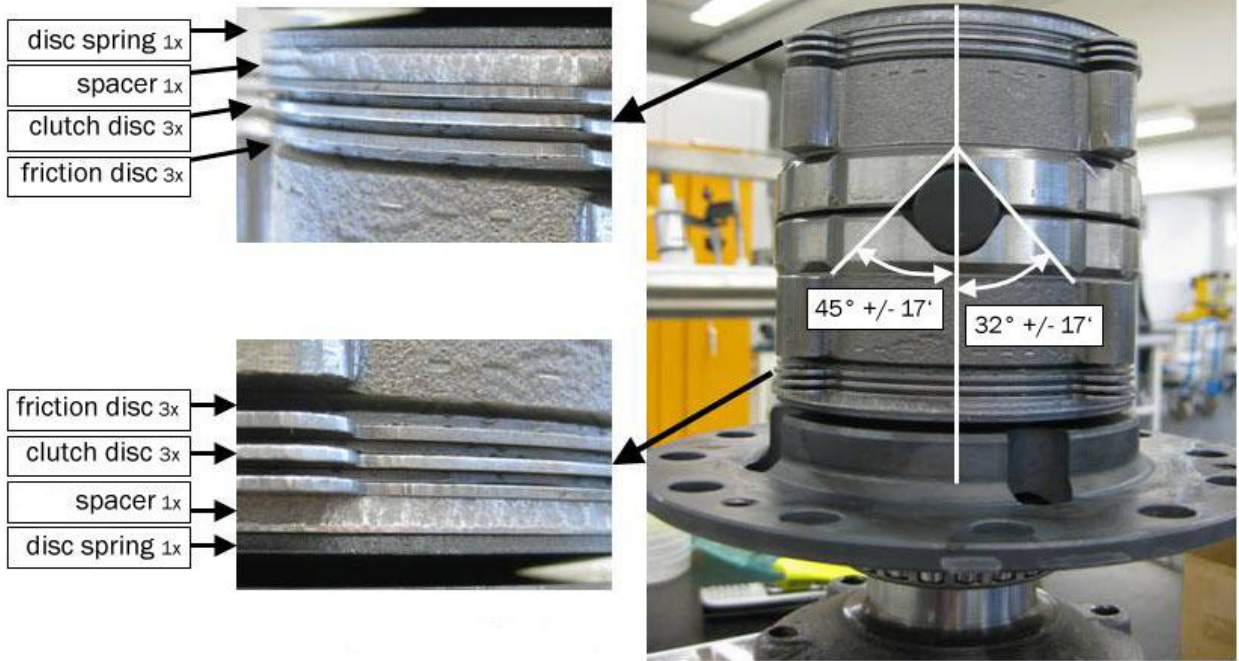
4.1 FUEL SYSTEM		
Tank Location:	Front	Capacity: 89 litres
Fuel pump, type and location:	Electric internal	Make: Porsche
4.2 ELECTRICAL SYSTEM		
Voltage:	12 volts negative ground	
Alternator fitted:	Yes 996.603.019.90	
Battery Location:	front plenum chamber 999.611.053.00/20	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,775 mm +/- 0.1%	Rear: 1,840 mm +/- 0.1%
Wheelbase:	2,360 mm +/- 0.1%	
Racing weight:	1,260 kg (minimum)	
4.5 PERMITTED MODIFICATIONS		
No modifications or deviations from the standard specification of the Car are permitted.		

APPENDIX 2 – TIMING TRANSMITTER LOCATION



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

APPENDIX 3 – DIFFERENTIAL LOCK RAMP ANGLES



APPENDIX 4 – REQUEST FOR REPAIRS/SEAL REMOVAL FORM (Sample)



REQUEST FOR REPAIRS/SEAL REMOVAL FORM

Attention: **Steve Orban**
 Technical Advisor
 Porsche Carrera Cup Australia

Team Name	
Repairer Name	
Repairer Phone Number	
Return Fax Number	
Competition Number	
Chassis Number	WPOZZZ99Z
Date	

Reason for repairs/seal removal (include component)

Office Use Only	
Date Received:	_____
Approval Nr:	_____
Approval Date:	_____
Signed:	_____
Steve Orban, Technical Advisor	

When completed please fax to 03 9336 3477 or email to steve.orban@porsche.com.au

PCCA Request for Repairs/Seal Removal Form

*Forms available through CM

APPENDIX 5 – REPAIR DECLARATION FORM (Sample)



REPAIR DECLARATION FORM

Car No.

DECLARATION OF RESPONSIBILITY BY THE COMPETITOR:

I,, being the holder of
(PLEASE PRINT NAME)

CAMS Competitor Licence number hereby declare that the repairs to the vehicle gearbox/differential, subject to **CAMS Log Book number**, and all related equipment and components necessary for competition shall be presented, at all times and in every respect, in compliance with the CAMS National Competition Rules and Appendices and Schedules thereto, and to the Meeting and vehicle regulations pertaining to the competition for which I have entered.

I further declare that I have caused the vehicle to be maintained according to a maintenance schedule that I have developed, and that it is in all aspects safe and suitable for the purpose of competition.

I acknowledge that where any aspect of the car or related equipment and components is found:

- to be in breach of this Repair Declaration Form and/or the Regulations of the Meeting, or;
- in the opinion of the Chief Scrutineer, to be subject to a serious mechanical defect,

it will render me in breach of this Declaration, and that I will be subject to penalties under the National Competition Rules.

My signature below indicates my acceptance of the above declaration.

SIGNATURE:	DATE:
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DECLARATION OF ACCEPTANCE BY DRIVER:

I,, being the holder of
(PLEASE PRINT NAME)

CAMS Driver's Licence number hereby declare that:

- I have been fully briefed by the Competitor on all aspects of the repairs to the gearbox/differential of the vehicle; and
- I have satisfied myself that the repairs have been conducted in compliance with the Technical Regulations.

My signature below indicates my acceptance of the above declaration.

SIGNATURE:	DATE:
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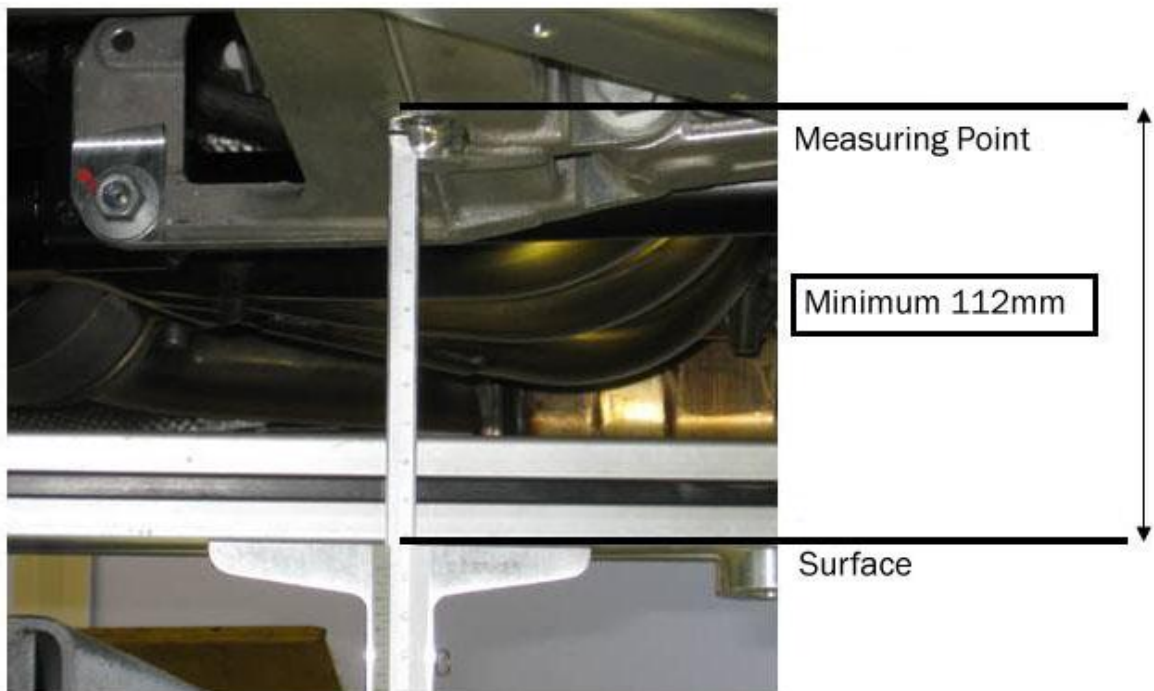
PCCA Repair Declaration Form

*Forms available through CM

APPENDIX 6 – MEASURING POINTS (FRONT)

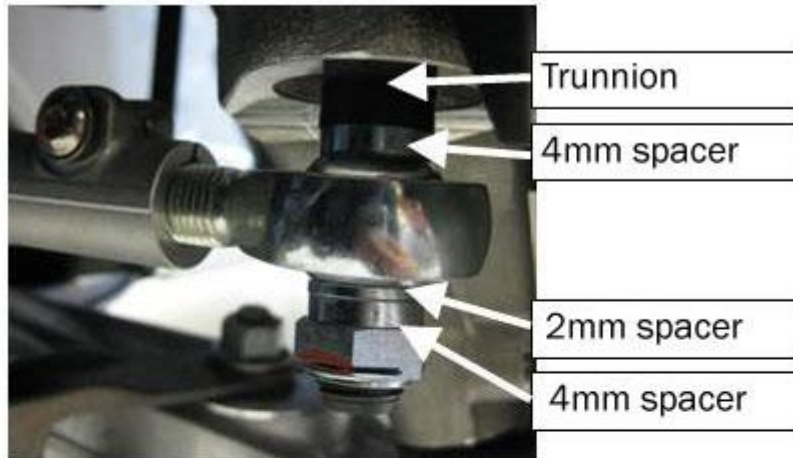


APPENDIX 6 – MEASURING POINTS (REAR)

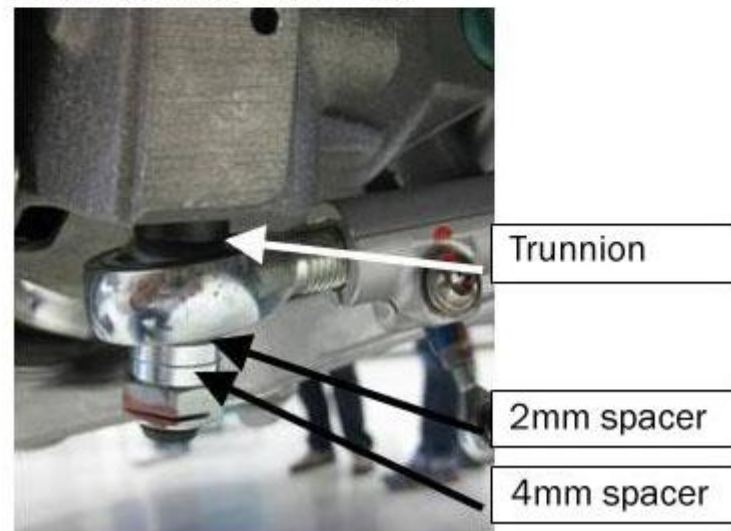


APPENDIX 7 – TOE RODS

Assembly Front Track Rod



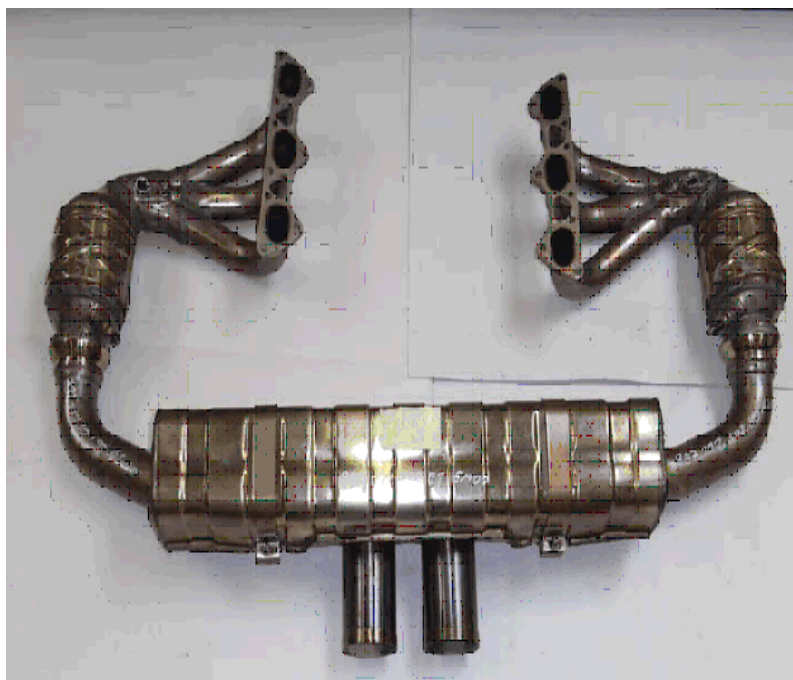
Assembly Rear Track Rod



APPENDIX 9 – EXHAUST SYSTEM



Exhaust System Nr 1 'Supercup' system



Exhaust System Nr 2 with centre rear muffler and attachments