



2015 CAMS Porsche Carrera Cup Australia Championship



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2015 CAMS Porsche 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	5
S4		AUTOMOBILE ELIGIBILITY	5
	S4.1	Replacement Automobiles	5
S5		DRIVER ELIGIBILITY	5
	S5.1	Driver Classification/Status	5
	S5.2	Substitute drivers	5
	S5.3	Guest Drivers	5
S6		CHAMPIONSHIP ROUNDS / REGISTRATION	6
S7		CHAMPIONSHIP CALENDAR	6
S8		ROUND FORMAT	6
	S8.1	Round Format (One Driver)	6
	S8.2	Round Format (Two Drivers)	6
	S8.3	Variations to Timetable	7
S9		GRID DETERMINATION	7
	S9.1	Grid determination	7
	S9.2	Driver Qualification	7
S10		START PROCEDURE	7
S11		AWARDS and POINTSCORE	7
	S11.1	Prizes and Trophies	7
	S11.2	Championship Pointscore	8
S12		EVENT OPERATIONS	9
	S12.1	Championship Registration and Entry	9
	S12.2	Driver/Team Manager Briefings	9
	S12.3	Impound/ParcFerre	9
	S12.4	Practice	10
	S12.5	Qualifying	10
	S12.6	Pit Lane	10
	S12.7	Removal of Automobiles from the Circuit	10
	S12.8	Practice Starts	10
	S12.9	Radio Communication to/from Automobile	10
	S12.10	Race Management Channel (RMC)	10
	S12.11	Lap Triggers	10
S13		TYRES	11
	S13.1	Tyre Regulations	11
S14		FUEL	12
S15		AUTOMOBILE MARKINGS	13
	S15.1	Automobile Markings & Championship Identification	13
	S15.2	Competition Numbers	14
S16		TESTING RESTRICTIONS	14
S17		RAIN LIGHT	14
S18		IN-CAR CAMERAS	14
	S18.1	Cosworth In-Car System	14
		TV Production Cameras	14
S19		GROUND CLEARANCE	15
S20		TELEMTRY, DATA RECORDING SYSTEM	15
S21		COMPULSORY PIT STOP (CPS)	15
		APPENDIX 1 – AUTOMOBILE MARKINGS	176
		APPENDIX 2 – FUEL CONTAINER	187
		APPENDIX 3 – IN CAR CAMERA RESERVED SIGNAGE	198

2015 CAMS Porsche Carrera Cup Australia Championship Technical Regulations

T1		GENERAL	2019
T2		ELIGIBILITY	2019
	T2.1	Eligible Automobiles	2019
	T2.2	Examination for Eligibility	2019
T3		SCRUTINY	210
	T3.1	Onus on Competitor	210
	T3.2	Targeted Scrutiny	210
T4		COCKPIT	210
	T4.1	Safety Cage	210
	T4.2	Windscreens	210
	T4.3	Pit Lane Speed Limiter	210
	T4.4	Seat	210
	T4.5	Safety Harnesses	210
	T4.6	Cool Suit Associated Components	224
	T4.7	Drink Bottles	224
	T4.8	In-Car Cameras	224
	T4.9	Timing Transmitters	224
	T4.10	Fire Extinguisher	224
	T4.11	Side and Rear Windows	224
	T4.12	Coachwork	232
	T4.13	Ventilation	232
	T4.14	Air Intake Blanking	232
T5		TRANSMISSION	232
	T5.1	Duty of Notification	232
	T5.2	Engine and Gearbox Repairs	232
	T5.3	Seals	243
T6		SUSPENSION	243
	T6.1	Suspension	243
	T6.2	Dampers and Springs	254
	T6.3	Ground Clearance	254
	T6.4	Anti-Roll Bars	265
T7		TELEMETRY, DATA RECORDING SYSTEMS AND ECU	265
	T7.1	Telemetry	265
	T7.2	Data Recordings Systems	265
	T7.3	ECU and Wiring Loom	265
	T7.4	Verification – ECU Data Monitors	265
T8		WHEELS	276
T9		RACING WEIGHT	276
T10		LUBRICANTS	276
	T10.1	Engine Oil	276
	T10.2	Gearbox Oil	276
	T10.3	Oil Samples	276
T11		FUEL SYSTEM	287
T12		REAR SPOILER	287
T13		FRONT LIP	287
T14		EXHAUST SYSTEM	287
T15		COOLING SYSTEM	287
		APPENDIX 1 – Automobile Specifications	298
		APPENDIX 2 – Timing Transmitter Location	332
		APPENDIX 3 – Request for Repairs	343
		APPENDIX 4 – Measuring Points	354
		APPENDIX 5 – Exhaust System	365
		APPENDIX 6 – Ballast Mounting	376

2015 CAMS Porsche 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 Carrera Cup Australia”.

S1.2 Authority / Jurisdiction

- (a) Each event in the 2015 CAMS Porsche 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 and instructions 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)
Kurt Sakzewski
109-111 Victoria Parade
Collingwood VIC 3066
Tel: (03) 9473 0941
Fax: (03) 9415 7906

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) | James Taylor |
| (b) Technical Commissioner (TC) | Brenden McLean |
| (c) Investigating and Prosecuting Officer (IPO) | James Taylor |
| (d) Driving Standards Advisor (DSA) | Paul Stokell |
| (e) Category Administrator (CA) | Kurt Sakzewski |
| (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 2015 CAMS Porsche 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 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:

- (a) Professional
- (b) 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.

S5.3 Guest Drivers

Guest Drivers are drivers with a valid competition licence who are entered for the event. The CM may allow each Guest Driver to participate in the relevant events, providing that the said driver satisfy each condition pertaining to the rules of participation for the respective round. Each Guest Driver is not eligible to earn points towards championship classification. Each driver registered in the Championship shall be given priority with regard to their entitlement to race.

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	Venue	Round Format
1	28 February – 1 March	Adelaide Parklands	1
2	12 – 15 March	Albert Park	1
3	22 – 24 May	Phillip Island	2*
4	10 – 12 July	Townsville	1
5	21–23 August	Sydney Motorsport Park	1
6	11-13 September	Sandown	1
7	8-11 October	Mount Panorama	1
8	23-25 October	Surfers Paradise	1

* Denotes two (2) driver event. Further details shall be specified in the Event Supplementary Regulations.

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 (One Driver)

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 seventy (70) minutes of race time shall be scheduled at each Round of the Championship as detailed in the relevant Supplementary Regulations.

S8.2 Round Format 2 (Two Drivers)

- (a) Practice - Two (2) – 20 minute practice sessions, one (1) for Driver 1, one (1) for Driver 2
- (b) Qualifying - Two (2) – 15 minute qualifying sessions, one (1) for Driver 1, one (1) for Driver 2
- (c) Races - Two (2) – **60 minute races each expressed as a number of laps with a time certain finish allowance of 70 minutes.** 4-hour races

(d) Warm up – One (1) – 10 minute warm up session, generally on the morning of the second race.

S8.3 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

- (a) Prizes, trophies and awards shall be as determined by the CM and shall be advised to each Competitor.
- (b) The winner of the Championship must be present at the annual CAMS Motor Sport Awards Prize Giving Ceremony. Failure to attend the ceremony by the winner shall be deemed an infringement of these regulations unless prior agreement has been given by CAMS and may result in the loss of points and/or awards.

S11.2 Championship Pointscore

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

Finish Position	Points		Finish Position	Points		Finish Position	Points	
	Rounds with 3 Races	Rounds with 2 Races		Rounds with 3 Races	Rounds with 2 Races		Rounds with 3 Races	Rounds with 2 Races
1 st	60	90	10 th	20	30	19 th	7	10.5
2 nd	54	81	11 th	18	27	20 th	6	9
3 rd	48	72	12 th	16	24	21 st	5	7.5
4 th	42	63	13 th	14	21	22 nd	4	6
5 th	36	54	14 th	12	18	23 rd	3	4.5
6 th	32	48	15 th	11	16.5	24 th	2	3
7 th	29	43.5	16 th	10	15	25 th	1	1.5
8 th	26	39	17 th	9	13.5			
9 th	23	34.5	18 th	8	12			

- (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 total number of rounds shall be declared the 2015 CAMS Porsche Carrera Cup Australia Champion.
- (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 the winner of that class.

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) The location of Parc Ferme for each round will be confirmed in the event supplementary regulations or the event driver information notes.
- (c) 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).
- (d) 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.
- (e) 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/garage area without the express permission of the TC. If an automobile exits pit lane to the paddock/garage 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 – 27/65-18 Porsche Cup N2#

Rear: Michelin slick tyre – 31/71-18 Porsche Cup N2

Wet weather tyres

Front: Michelin wet tyre – 27/65-18 P2G

Rear: Michelin wet tyre – 31/71-18 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;
- 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.
 - 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.
 - 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.
 - 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 purchased during the 2015 racing season may be used during practice.
- (e) A maximum of eight (8) dry control tyres **at each event using Round Format 1 and a maximum of twelve (12) dry control tyres for each event using Round Format 2** 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) With the exception of practice for the first round in which each automobile competes, only tyres purchased during the 2015 racing season may be used as ‘previously nominated’ tyres.
- (j) The use of any tyre heating, heat retention devices or chemical treatments is prohibited.
- (k) Wet weather tyres are free in number.
- (l) Each control tyre must only be allocated to an automobile, identified by its chassis/VIN number, and no control tyres may be transferred between automobiles. Should an automobile be transferred or sold, the control tyres allocated to that automobile must also be transferred or sold so as they remain allocated to such automobile.
- (m) The four (4) new tyres permitted to be used in practice under Regulation S13(d) shall be considered to be “previously nominated tyres” for the 2015 season.

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 Schedule 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.
- (b) Any signage placed on an automobile in the direct view of a TV Production on-board camera must have the prior written approval of the CM.

Reference Number	Quantity	Size (mm)	Symbol	Car Position
1	1	120 x 557	MICHELIN	Centre / Top front bumper
2	1	70 x 55	PORSCHE crest	Original position front bonnet
3	2	70 x 290	MOBIL 1	Left and Right front bumper
4	2	110 x 110	TAG HEUER crest	Left and Right front bumper
5	2	200 high	Competition Number	Right-side front windscreen / Left-side rear windscreen
6	2	110 x 110	TAG HEUER crest	Left and Right side rear view mirrors
7A	1	30 high	www.carreracup.com.au	A' pillar (Driver's side)
7B	1	30 high	www.porsche.com.au	A' pillar (Non-driver's side)
8	2	80 high	Driver's Surname	Left and Right door window
9	2	45 high letters	Driver Classification	Left and Right rear side window
10	2	60 x 190	CAMS	Left and Right rear side panel above sill
11	2	100 high	Start Number	Left and Right rear side window
12	2	142 x 210	Adidas	Left and Right rear wing end plate
13	1	30 x 260	PORSCHE & GT3 CUP logotype	Original position, centre rear panel
14	1	61 x 275	MOBIL 1	Rear bumper, affixed on delivered number plate
15	2	61 x 361	MICHELIN	Left and Right of rear number plate
16	2	60 x 260	Reserved PCA	Left and Right sill
17	2	60 x 260	Reserved PCA	Left and Right sill
18	2	60 x 260	Reserved PCA	Left and Right sill
19	2	60 x 260	Reserved PCA	Left and Right sill
20	2	60 x 260	Reserved PCA	Left and Right sill
21	2	60 x 260	Reserved PCA	Left and Right sill
22	2	400 x 400	Reserved PCA	Left and Right front bumper
23	2		Reserved PCA	Left and Right headlight
24	2		Reserved PCA	Left and Right daytime running light
25	1	200 high	Reserved PCA	Front top windscreen banner
26	1	160 high	Reserved PCA	Rear top windscreen banner

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

S18.1 Cosworth In-Car System

- (a) Each automobile is fitted with a Cosworth in-car camera system.
- (b) It is not permitted to fit additional on-board cameras.
- (c) Each Competitor shall be required to ensure that the camera is switched on and functioning in the correct manner prior to the automobile entering the Circuit for each practice, Meeting Ride, qualifying, warm up and racing session at a Meeting.
- (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 shall interfere with the camera, other than to remove and replace the USB storage device.
- (f) When requested, Teams must immediately provide the USB storage device to the DSA or RD upon request.
- (g) Teams are not permitted to remove the USB storage device while the car is under Parc Ferme conditions.

S18.2 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 shall be allocated signage area within view of the TV production in-car camera as per Appendix 3 which must be approved by the CM.

S19 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.

S20 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.

S21 COMPULSORY PIT STOPS

For Round Format 2 there shall be a CPS in each race.

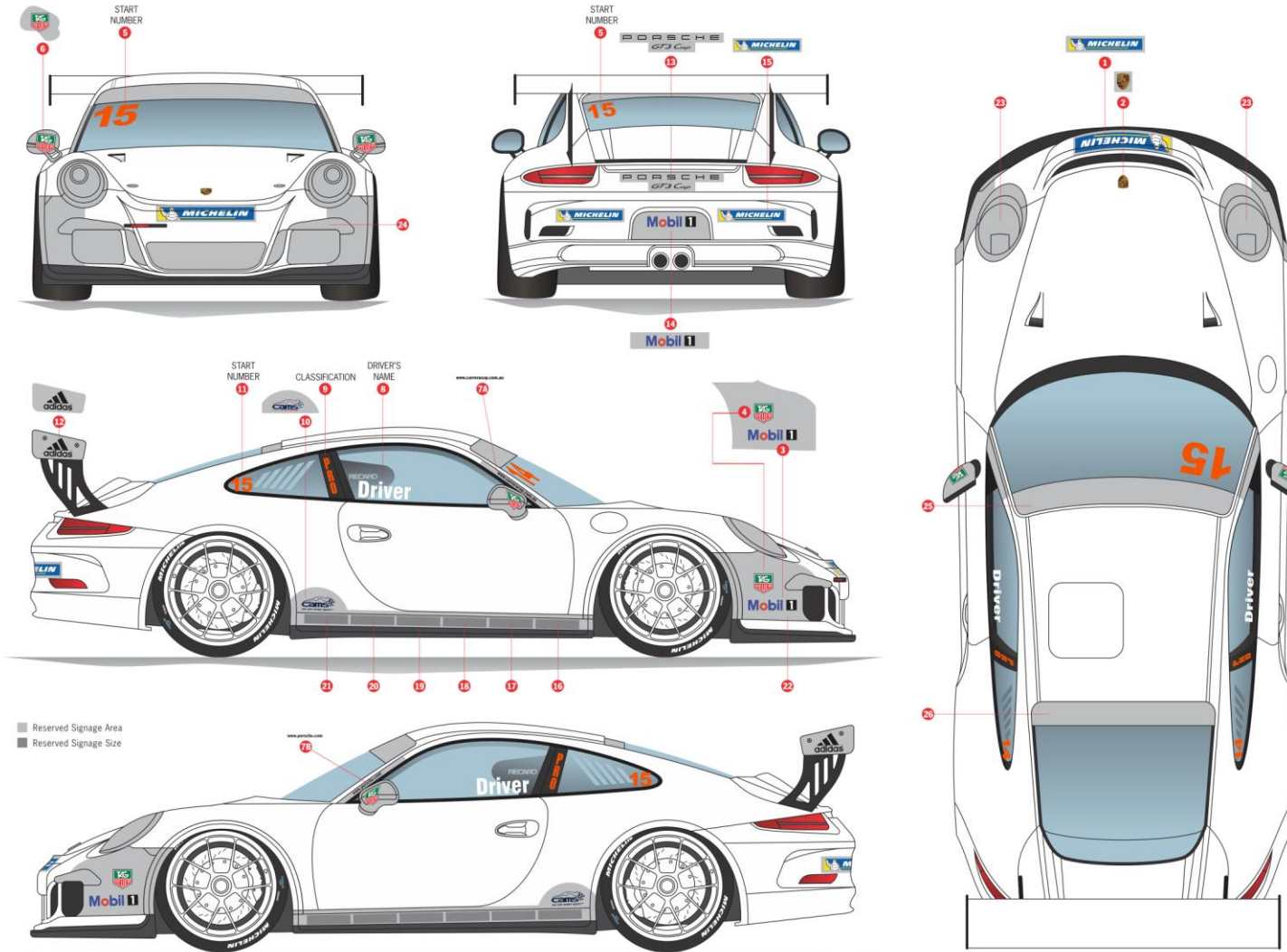
Each Competitor must comply with the following:

- (a) **Each automobile must complete one (1) CPS in each race.**
- (b) **The CPS must include a driver change. The driver exiting the car may assist the incoming driver.**
- (c) **Tyre changing and/or repairs to an automobile are permitted during the CPS.**
- (d) **The window for the CPS shall open between the 25th minute and the 35th minute from the start of the race.**
- (e) **For a pit-stop to be classified as a valid CPS, the automobile must cross the pit entry speed limit line to commence the CPS after the 25th minute and before the 35th minute of the race**
- (f) **The Stewards may extend the CPS window if the Safety Car has been deployed during the CPS window.**
- (g) **Any automobile not completing the CPS shall incur a pit lane penalty with a three (3) minute stop in its pit bay.**
- (h) **Failure to comply with the CPS and team personnel regulations shall incur a pit lane penalty with a three (3) minute stop in its pit bay for the relevant automobile.**
- (i) **When the SC boards are displayed, a CPS cannot be commenced. However, a CPS can be completed if the automobile crossed the pit entry speed limit line prior to the SC boards being displayed.**
- (j) **Any other pit stop (non CPS) can be carried out when the SC boards are displayed.**

- (k) The driver's safety harness must remain fastened until the automobile comes to a complete stop in its pit bay and re-fastened before leaving the pit bay.
- (l) Each team must have a dedicated car controller with a pole and disc (with automobile number) to indicate to the driver where to stop in pit lane
- (m) A maximum of four (4) people only may work on an automobile during a CPS.
- (n) The exiting driver and the car controller are not counted as one of the four (4), but cannot work on the automobile.
- (o) Each automobile must remain stationary in its pit bay for a minimum of 45 seconds during a CPS. A Judge of Fact shall be appointed to determine when each automobile has completed a CPS.
- (p) Refuelling is not permitted during the CPS.
- (q) Pit booms are not permitted to be used during any pit stop.

APPENDIX 1

AUTOMOBILE MARKINGS



APPENDIX 2 Fuel Container



APPENDIX 3

In Car Camera Reserved Signage



The area indicated on the dash in white (300mm x 60mm) is allocated to competitors for the use of personal sponsors.

No other competitor signage shall be permitted.

2015 CAMS Porsche Carrera Cup Australia Championship

Technical Regulations

T1 GENERAL

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 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 (Type 991) cars purchased new from PCA with a Race Vehicle Authorization Certificate (RVAC) shall be eligible to compete in the 2015 CAMS Porsche 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 and seals 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 automobile 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 # 991.541.911.00.HTW and windshield protection tear-offs.

T4.3 Pit Lane Speed Limiter (Limiter)

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

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

T4.4 Seat

- (a) The Driver's seat must be as supplied by Porsche and of a type homologated by the FIA 8862-2009 standard.
- (b) The original mounting (track) must be retained.
- (c) Optional individual seat padding systems as supplied by PCA or their nominated representative may be used. Seating inserts must be covered in a flame retardant material to the same padding required in the FIA 8862-2009 Standard.
- (d) The floor of the automobile must not be modified in any way and the original 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.
- (b) The cool suit system must run independently of the automobile's electrical system.
- (c) The cool suit system may form part of the ballast of the automobile save that the system must not contain fluids ie. Water and/or ice must be removed from the automobile prior to the automobile's weight being checked at any meeting.
- (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 to the passenger side floor using original seat mount holes. It is permitted to use the designated fixing points on the passenger's seat floor of the cockpit together with the ballast mounting plate supplied by Porsche to facilitate fitment of 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 Cosworth in-car camera system as determined by the CM 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 left rear floor pan. Mounted to the plate provided in the area to the right of the 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 991) side and rear windows, as originally supplied, are permitted. Part numbers are as follows:

Door Window (left):	991.542.511.8B
Door Window (right):	991.542.512.8B
Rear Side Window (left):	991.543.511.8C
Rear Side Window (right):	991.543.512.8C
Rear Window:	991.545.111.98A

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.

T4.14 Air Intake Blanking

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

T5 TRANSMISSION

T5.1 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 Form. (Sample shown in Appendix 3).
- (b) No work to these components is permitted to be undertaken by a Competitor unless prior written confirmation has been received from the CM. 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.

T5.2 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 must only be undertaken by PCA, unless otherwise authorised in writing by the CM.
- (c) All gearbox and differential repairs must only be undertaken by PCA, unless otherwise authorised in writing by the CM.

- (d) Once the CM and the TC are satisfied that the appropriate procedures for repair have been complied with, the TC shall then fit the required seals.
- (e) The above protocol is to ensure continuity and parity between automobiles. This is an essential ingredient in the success of the Championship.
- (f) Any breach of the above direction shall be referred to the Stewards of the Meeting.

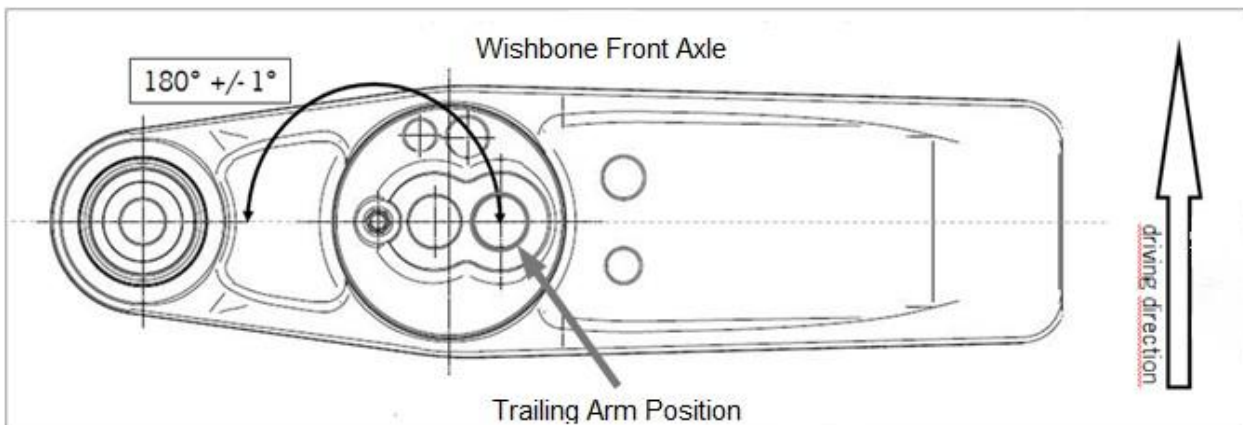
T5.3 Seals

- (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 (4 seals), differential housing and gearbox housing (2 seals).
- (b) The ultimate responsibility to ensure all correct seals are fitted prior to any track activity rests solely with the Competitor.
- (c) The Competitor of an automobile found not to have the correct seals fitted or if it is determined the seal has been tampered with, may be referred to the Stewards of the Meeting.
- (d) 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.
- (e) At all times, the TC shall be a judge of fact in respect of any seals fitted to an automobile.

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: 18mm
 - Rear Axle: 15mm
- (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.



T6.2 Dampers and Springs

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

- Front: 991.343.045.8A
- Rear: 991.333.051.8A

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: 240/60/120 991.343.531.8C
- Front tender: 75/60/42 996.343.537.90
- Rear main: 260/60/130 991.333.531.8C
- Rear tender: 80/60/60 997.333.537.90

As originally supplied, 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 78mm and the clearance at the rear axle a minimum of 100mm.

(c) The measuring points are as below and are depicted in Appendix 4;

- 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 from the automobile. The technical adjustment provisions may be made use of. Only the technically available adjustment positions may be used.

T7 TELEMETRY, DATA RECORDING SYSTEMS AND ECU

T7.1 Telemetry

The use of telemetry is prohibited.

T7.2 Data Recording Systems

The Cosworth 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 Cosworth system is assigned to the VIN/Chassis Number and must not be exchanged unless otherwise approved by the CM. (Cosworth Toolset software must be used unless otherwise approved by the CM)

T7.3 ECU and Wiring Loom

- (a) The Bosch Motronic MS4.6 electronic control units coded and sealed by PCA are the only units to be used.
- (b) The Bosch Motronic MS4.6 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 Bosch electronic control unit. The CM reserves the right to reprogram the Bosch electronic control units at any time during an Event. This is to ensure that the status of the program and data is identical for all participating automobiles.
- (c) The installation of Porsche supplied steering angle sensors, brake pressure sensors and Cosworth ICD-P-CUP Part No: 01P-032953-P-CUP expansion of memory 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) Subject to the provisions of Article T4.6 (c) of these Regulations each automobile must achieve a minimum Racing Weight of 1291kg. This weight shall consist of a minimum automobile weight of 1206kg and minimum driver weight of 85kg including personal equipment at the time of competition. Equalization weight may be added to the automobile to achieve this requirement. 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 fixed to the mounting plate located in the designated fixing points in the position of the passenger seat to the floor of the cockpit in accordance with the image in Appendix 6. Provision shall be made for the ballast to be sealed by the TC.

T10 LUBRICANTS

T10.1 Engine Oil

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.

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 three (3) litres 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 15 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. Each automobile is required to arrive at the race meeting with no fuel in the tank.
- (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 991) MY 2014. Part # 991.505.557.8A

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 5

T15 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 TC may take samples and test concentration at any time during the event
- (d) Corrosion protection Part Number 997 106 907 90 is recommended.



APPENDIX 1 – 2015 AUTOMOBILE SPECIFICATIONS

CARRERA CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT

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

Model Type: 991 GT3 Cup
Model Year: 2015 CUP
Date of Issue of this Document: 17/02/2015

APPENDIX 1 – CONTINUED

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description:	Monocoque integrated chassis and body
Manufacturer:	Porsche
Material:	Aluminium-Steel Composite

1.2 FRONT SUSPENSION

Description:	McPherson Strut – Type Axle, Height Adjustable		
Spring medium:	Double Coil Springs (main and helper springs)		
Damper Type:	Sachs - Oil/Gas	Adjustable:	No
Anti-sway bar:	Steel – Double Blade Type	Adjustable:	Yes
Suspension adjustable:	Via spring seat Height	Method:	Thread

1.3 REAR SUSPENSION

Description:	Multi Link with Solid Mounted Sub frame		
Spring medium:	Double Coil Springs (main and helper springs)		
Damper type:	Sachs - Oil/Gas	Adjustable:	No
Anti-sway bar:	Steel – Double Blade Type	Adjustable:	Yes
Suspension adjustable:	Via spring seat Height	Method:	Thread

1.4 STEERING

Type:	Rack and Pinion	Make:	Porsche
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1.5 BRAKES

	Front	Rear
Type:	Disc	Disc
Dimensions:	380 x 32	380 x 30
Part Nr:	Left: 9913511058A Right: 9913511068A	Left: 9913521078A Right: 9913521088A
Material of disc	Multi piece Steel	Multi piece Steel
No. Pistons per Caliper:	6	4
Actuation:	Hydraulic	Hydraulic
Caliper:	Porsche	Porsche
Adjustable bias	Yes	
Brake Booster Fitted	No	
Brake Pads	Brand: PFC Part No: 9913519428A	Brand: PFC Part No: 9913529428A
Comments:		

SECTION 2 - ENGINE

2.1 ENGINE

Make:	Porsche		
Model:	97/78		
No. cylinders:	Six (6)	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: MS4.6	No: 991.618.682.8A
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: 991.116.001.9A Friction: N/A
Components:	3 Friction Plates	Part No. 9971161139A
	2 Intermediate Plates	Part No. 9971161139A
	1 Pressure Plate	Part No. 9971161239A
	1 Basket	Part No. 9911160119A
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual Sequential	Rear Wheel drive
Make:	Porsche	
Model:	G91/72	
No. forward speeds:	Six (6)	
1 - 13/41 2.412:1	2 - 17/40 3.154:1	3 - 19/36 1.895:1
4 - 19/29 1.526:1	5 - 24/30 1.250:1	6 - 34/35 1.029:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 30%/52%	Part No. TBC
Wheel drive method:	Hypoid crown wheel and pinion	
Ratios:	14/22 1.571:1	Part No. TBC
Comments:	Oil cooler and pump fitted as standard	

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number:	2 CV type Shafts
Description:	Part No. 9913320248A

3.5 WHEELS AND TYRES

Wheel type:	Porsche	Material:	Aluminium
Fixture method:	Centre Lock		
	Front		Rear
Wheel Rim	Part No. 991.362.131.8A		Part No. 991.362.151.8A
	10.5 x 18 - 28mm offset		12 x 18 - 58mm offset

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location:	Front	Capacity:	100 litres
Fuel pump, type and location:	Electric internal	Make:	Porsche

4.2 ELECTRICAL SYSTEM

Voltage:	12 volts negative ground		
Alternator fitted:	Yes (Standard OE) Part No. 996.603.019.90 Optional Part No. 997.603.012.09 / 997.603.012.JX		
Battery Location:	<u>Passenger foot well</u> Front Plenum Chamber—Part No. 999.611.070.10		

4.3 BODYWORK

Type:	Coupe	Material:	Smart Aluminium - steel Composite
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4.4 DIMENSIONS

Wheelbase:	2,463 mm +/- 5mm
Racing Weight:	1,291.7 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 – REQUEST FOR REPAIRS



REQUEST FOR REPAIRS

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

Attention:

Steve Orban
Technical Advisor
Porsche Carrera Cup Australia

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

Reason for repairs (Include component)

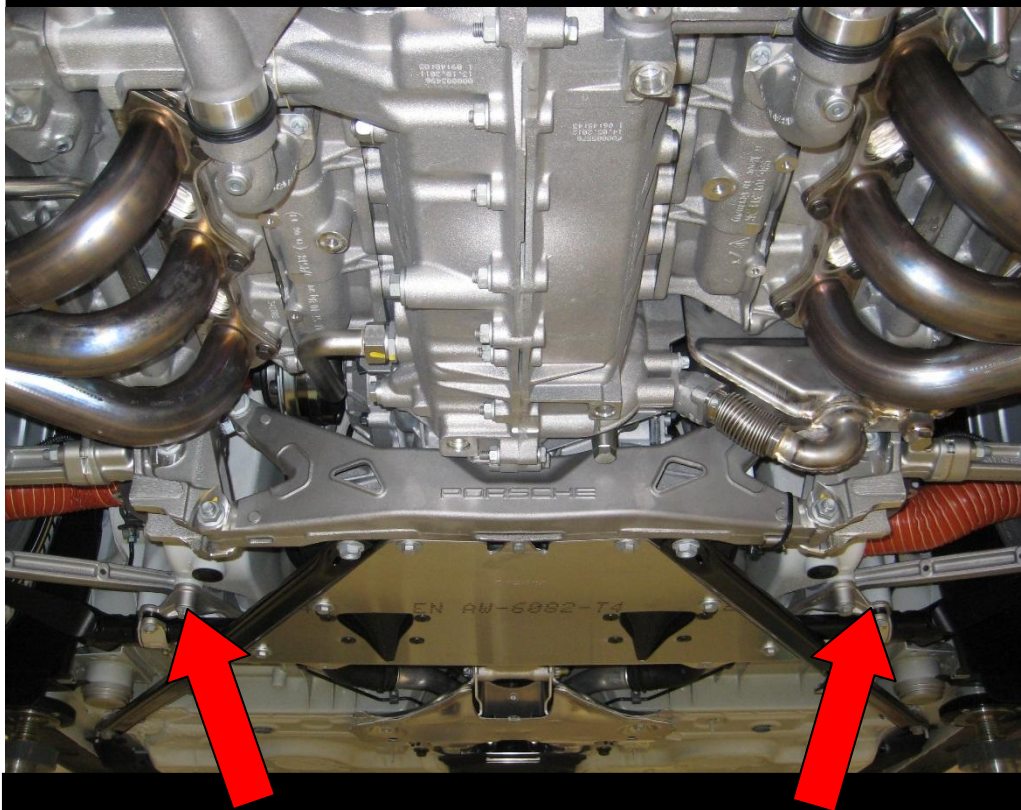
Office Use Only
Date Received: _____
Approval Nr: _____
Approval Date: _____

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

APPENDIX 4 – MEASURING POINTS

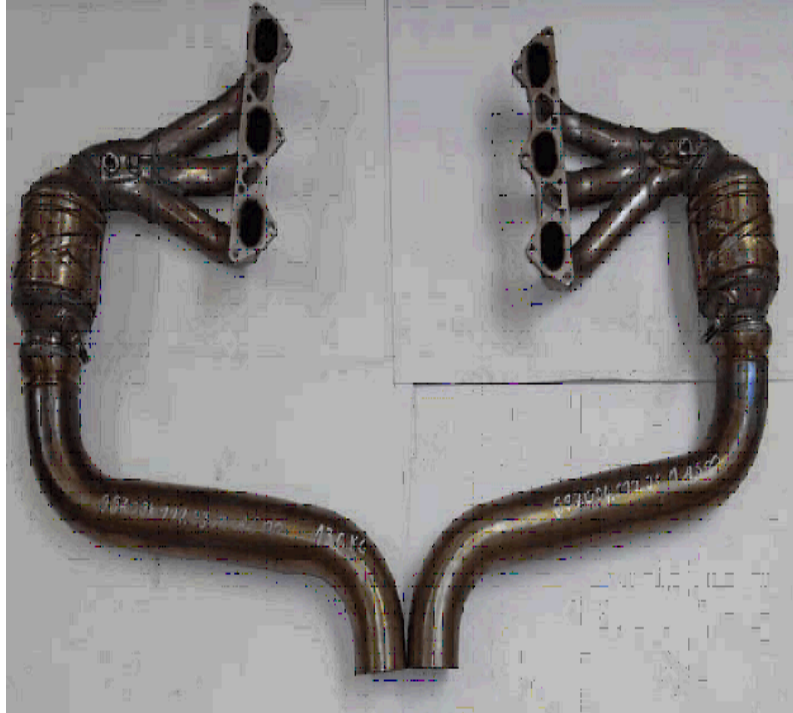


Front - Ride Height Measuring Points

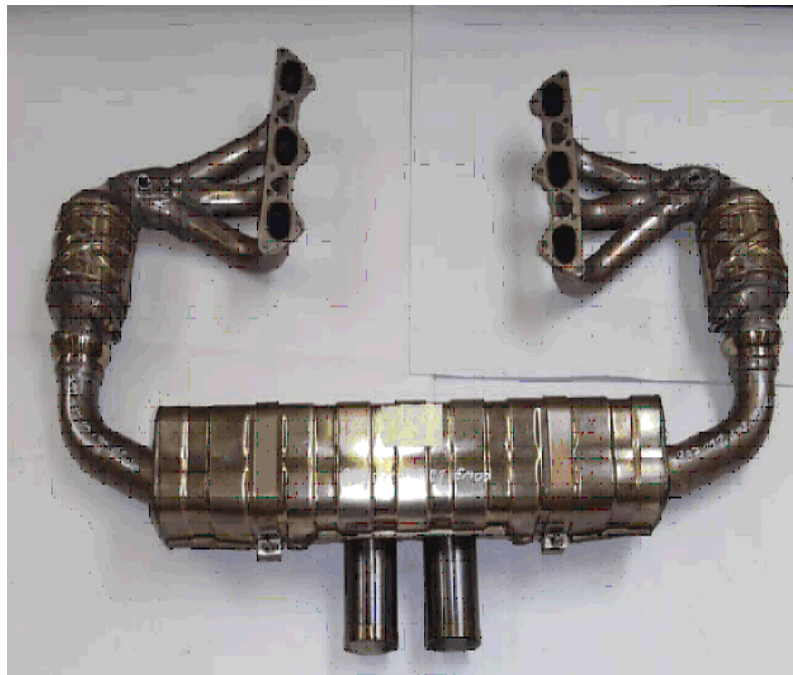


Rear - Ride Height Measuring Points

APPENDIX 5 – EXHAUST SYSTEM



Exhaust System Nr 1 'Supercup' system



Exhaust System Nr 2 with centre rear muffler and attachments

APPENDIX 6 BALLAST MOUNTING

