

1.0 GENERAL INFORMATION RELATIVE TO THIS SCHEDULE

- 1.1** This Schedule shall be read in conjunction with the MotorSport NZ safety schedule as detailed in Appendix Two, Schedule A of the current MotorSport Manual.
- 1.2** All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.
- 1.3** Unless expressly permitted in these Rules, modification to the standard specification of the car is strictly prohibited. In the event of any dispute over parts including their specifications, the car in question shall be compared against parts and/or specifications supplied by European Motors Ltd.
- 1.4** **Compliance:** The Competitor is responsible for ensuring that their Car complies with the conditions of eligibility contained in these Technical Regulations throughout each Meeting and all authorised activities including all promotional rides and testing sessions.
- 1.4.1** The presentation of a Car for scrutiny will be deemed to be an implicit statement by the Competitor of conformity with these Technical Regulations.
- 1.5** **Logbook:** All Cars must have a valid MotorSport NZ (or CAMS) Logbook, which must be handed to the CS prior to the Car's scrutiny taking place, and the Log book will be returned to the Competitor at the completion of the Meeting, save in cases where a question relating to a Car's eligibility has arisen.
- 1.6** **Examination for Eligibility:** Should the CS suspect at any time that a Car does not comply with these Technical Regulations, the Competitor, or nominated representative, must be so advised and given the opportunity to comment on the suspected or alleged ineligibility.
- 1.6.1** Any comment so made may be recorded by the CS and may subsequently be presented at any Event Director inquiry and additionally may be presented to the Technical Review Committee.
- 1.6.2** Should the CS fail to receive an adequate comment on the suspected or alleged ineligibility, which the CS alone has sole discretion to consider as adequate or satisfactory, the CS may require the Car to be impounded and examined, including such dismantling as may be necessary, to determine the points of eligibility in question.
- 1.6.3** At the direction of the Event Director, any components or parts of a Car may be sealed by the CS for later examination by the CS or Technical Review Committee.
- 1.6.4** MotorSport NZ reserves the right through the Event Director to impound the car and transport it to a nominated workshop away from the circuit for further inspection.
- 1.7** **Disputes:** In the case of a dispute about a Car's compliance with any of the provisions of these Technical Regulations:
- 1.7.1** Any technical issue, including the eligibility of Cars will be referred to the Event Director by the CS for determination;
- 1.7.2** The Event Director will conduct an inquiry into the issue and may make any decision thereon.

- 1.7.3** If, during any such inquiry, the Event Director determines that the matter is of a technically complex nature, the Event Director may:
- (a)** Refer the technical issue to the MotorSport NZ Technical Department for a determination;
 - (b)** Adjourn the inquiry until the determination of the MotorSport NZ Technical Department is received; and
 - (c)** Subsequently resume and complete the Inquiry and make a decision taking into account the determination of the MotorSport NZ Technical Department.
- 1.8** **Scrutiny:** The onus is on each Competitor to present their Car for scrutiny at the appropriate times, in a complete 'ready to race' condition and with race numbers, advertising signs and an operating timing transmitter in position on the Car.
- 1.9** **Permitted Modifications:** Any modification, or preparative measures, other than those modifications from standard explicitly authorised in these Technical Regulations, is prohibited.
- 1.9.1** Permitted modifications must not lead to resultant prohibited modifications.
- 1.9.2** Work which relates to normal adjustment and service of the Car or to the exchange of parts which have become no longer serviceable due to wear and tear or due to an accident, is the only permitted work. These components must be replaced with Genuine Porsche Parts, sourced via EML or an EML appointed partner, which have equivalent part numbers to the damaged parts.
- 1.9.3** Any Porsche factory upgrade kit must be purchased through EML (or PCA). Only factory upgrade kits approved by MotorSport NZ may be installed.
- 1.9.4** Exhaust system: For Type 997 it is compulsory to remove the primary mufflers and mounting hardware and install joining tubes. Joining tube part numbers:
- 997 111 301 90L Left Hand
 - 997 111 302 90L Right Hand

2.0 DEFINITIONS

- 2.1** Definition of terms used in these Technical Regulations shall be referenced from the National Sporting Code, Appendix Two Schedule A and as detailed below:
- “CAMS”** means the Confederation of Australian Motor Sport Ltd, the ASN for Australia; and
- “Car”** means a Porsche 911 GT3 Cup car, manufactured by Porsche AG specifically for the purposes of racing; and
- “CS”** means the Championship Scrutineer; and
- “Driver”** means a person nominated as the driver of a Car in any Competition; and
- “ECU”** means engine control unit; and
- “EML”** means European Motors Limited (Porsche importer for New Zealand); and
- “FIA”** means the Federation Internationale de l'Automobile; and
- “MY”** means Model Year; and
- “Parc Fermé”** means the secure place to which Competitors are obliged to take their Cars as provided for in the Supplementary Regulations of the Meeting; and

“**PCA**” means Porsche Cars Australia (Porsche importer for Australia); and

“**Recognition Document**” means document of recognition for specifications of eligible cars; and

“**Rule**”, “**Rules**” or “**Technical Regulations**” means the present Technical Rules and Regulations as amended from time to time; and

“**Shock absorber assembly**” means the complete damper, springs, spacers, mounts, bump rubbers and fixing parts supplied as original by Porsche for the Car; and

“**Technical Review Committee**” means a committee formed by European Motors Limited with the approval of and authority of MotorSport NZ.

3.0 ELIGIBLE VEHICLES

- 3.1** Permitted are MY 2001 to 2005, Porsche 911 (Type 996) and MY 2005 to MY 2009 (Type 997) GT3 Cup Cars only.
- 3.2** Class 997 is defined as MY 2005 to MY 2009 Type 997 911 GT3 Cup Cars.
- 3.3** Class 996 A is defined as upgraded MY 2002 and MY 2003 to MY 2005 911 Type 996 GT3 Cup Cars.
- 3.4** Class 996 B is defined as MY 2001 and non – upgraded MY 2002 911 Type 996 GT3 Cup Cars.
- 3.5** The Cars must, without exception, comply with these Technical Regulations.

4.0 SEALS / SEALING REQUIREMENTS

- 4.1** European Motors Ltd will supply and fit engine, gearbox and shock absorber seals, where appropriate, to all Cars determined to be eligible to compete. These seals will be fitted to the camshaft housing covers on the right and left sides of the engine, the engine crankcase and to the gearbox housing. Shock absorbers will be sealed in an appropriate manner.
- 4.2** Any Car found not to have seals fitted (save that written advice has been forwarded to the CS, and the CS has given written permission for the seals to be removed), may be ineligible to compete.
- 4.3** At all times, the CS will be the judge of fact in respect of the Car’s seals and has the sole discretion over the eligibility of any Competitor’s Car.
- 4.4** Breaking of the seals is not permitted (except if written advice has been forwarded to the CS and the CS has given written permission for the seals to be removed).

Note: European Motors Ltd has invested in a sealing system for the engine and gearbox that is tamper-proof. Each seal has its own unique bar code embedded in a ceramic disc. The seals may be scanned at any meeting on any Car. Tampering with or trying to remove the seal will result in the ceramic disc fracturing, damaging the ability of the bar code to be scanned.

5.0 SAFETY EQUIPMENT REQUIREMENTS

- 5.1 All Cars shall comply at all times with the safety requirements of the NZ MotorSport Manual – Appendix Two Schedule A or those as detailed in the current CAMS Manual of Motor Sport. Beyond these, the following applies:
- 5.2 **Safety Cage:** GT3 'Cup' Cars are fitted with a factory safety cage as standard. The factory safety cage is mandatory and must not be modified in any way. Cars with MotorSport NZ Logbooks shall have the safety cage homologation papers contained in the Logbook.
- 5.3 **Fire Extinguisher:** GT3 'Cup' Cars are fitted with a 4 litre fire extinguisher system as standard. The extinguisher system (compliant to FIA Appendix J, 253) is mandatory and must not be modified in any way, including repositioning.
- 5.4 **Tow Eyes:** The soft tow straps and mounting brackets as supplied by European Motors Ltd must be correctly fitted to the Car. They shall be clearly identified by yellow, red or orange marking.
- 5.5 **Glazing:** All Cars are fitted with laminated glass windscreens. It is not permitted to fit after-market windscreen heater strips. Approved heated front windscreens and installation wiring will be available from EML.
- 5.5.1 No text or logo may be applied to any area of the vehicle glazing with the exception of Official Series Signage.
- 5.6 **Battery Retention:** All cars must have additional battery retention installed. This should take the form of a suitable metal or webbing strap which encircles and secures the battery to the battery mounting plate.
- 5.7 **Rain Light:** The high intensity mid mounted high level brake light must be configured to operate as the rain light.
- 5.7.1 A minimum of 90% of the total number of LED's must be operable prior to the start of any event.
- 5.8 **Safety Harness:** Any replacement safety harness should be of a type approved for HANS use and must comply with the appropriate standards.
- 5.9 **Headlights:** It is permitted to cover the headlight with a **translucent** material only. The lighting and visibility function of the headlight must not be impaired and the material colouring must not be red or green.
- 5.10 **Driver Apparel:** All drivers are required to wear safety apparel that meets the current FIA International requirements. These can be found at www.fia.com/en-GB/sport/regulations/Pages/Drivers'Equipment. Gloves are to be of a contrasting colour to that of the car to enable clear visibility of any hand signals made.

6.0 FUEL

- 6.1 The CS is authorized to remove fuel from a Competitor's Car at any time during the Meeting. The Competitor must ensure that a minimum fuel amount of three (3) litres can be removed from the Car's fuel tank at any time during the Meeting, until the protest deadline. These samples must be identical to the reference fuel from the designated fuel supplier.

7.0 RACING WEIGHT

7.1 The minimum racing weight for:

- **Class 997** vehicles, including the driver is 1,240kg.
- **Class 996 A** vehicles, including the driver is 1,260kg.
- **Class 996 B** vehicles, including the driver is 1,210kg.

7.2 Weight may be checked at any time during the event on the scales provided at each venue. The weight recorded at these scales will be a judgement of fact.

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

9.0 TELEMETRY, DATA RECORDING SYSTEMS and LAP TRIGGERS

9.1 **Telemetry:** The use of telemetry is prohibited.

9.2 **Data Recording Systems:** For Type 997, the MOTEC data acquisition system as supplied originally with the Car operating under version 4.20 shall be the only data acquisition system permitted. This system must be installed as original without modification. It is permitted to fit MOTEC upgrade kit, Part No. 18506, which comprises steering angle sensor, brake pressure sensors and a memory expansion to 4MB.

9.2.1 At any time during a Meeting, the CS has the right to request and receive from a Competitor recorded data.

9.3 **Verification - ECU Data Monitors:** At any time the CS may fit a data monitor to a competing Car. ECU data monitors are supplied by European Motors Ltd and the wiring harness is fitted standard to complying Cars.

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

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

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

9.3.4 ECU data logging by Competitors/Entrants/Drivers is prohibited.

9.4 **Lap Triggers:** With reference to Schedule CH, Article 30.6.1, one MOTEC beacon will be placed for entrants use for the duration of each meeting. The transponder code to be used is "997."

9.5 RADIO COMMUNICATION

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

- 9.5.2** It is the responsibility of the Competitor to provide MotorSport NZ with a photocopy of their current radio licence and any change to that licence from time to time. It is forbidden to use unlicensed radio communication.

10.0 BODYSHELL & VEHICLE EXTERIOR

- 10.1 Rear Spoiler:** The position of the rear spoiler profile may be changed within the prescribed adjustment range for the model.
- 10.2 Front and Rear Mouldings:** The original rear moulding may be replaced by one of local manufacture supplied by EML under part number for:
- **Type 996:** 996 505 411 91 EML
 - **Type 997:** The original rear moulding may be replaced with a three (3) part component available as:
 - Left Rear: 997 505 410 95 EML
 - Centre: 997 505 411 95 EML
 - Right Rear: 997 505 412 95 EML
- 10.3** For Type 997, the closed lip spoiler (P/No 997 505 983 90) is the only spoiler authorised for use unless specifically advised by the CS.
- 10.4** For Type 997, it is compulsory to install the air jack safety valve (P/No 997 583 543 90).

11.0 VEHICLE INTERIOR

- 11.1 Steering Wheel:** The steering wheel as supplied with the vehicle is the only permissible steering wheel. Additional holes or modifications to the steering wheel are expressly prohibited. Only Porsche approved steering wheel removal systems are permissible. The standard scope of longitudinal adjustment may be utilised.
- 11.2 Seat:** The Driver's seat may be replaced by another of a type which incorporates a head restraint and has no mechanical adjustment of the rake of the squab and complies with the FIA 8855-99 standard.
- 11.2.1** The original mounting (track) must be retained, unless specifically approved by the CS.
- 11.2.2** Alternative seat mountings may be installed provided they comply with Appendix 2 – Schedule A of the NZ MotorSport Manual. The floor of the Car must not be modified in any way and the original mounting holes must be used.
- 11.2.3** Customizing the seat by adding or removing cushion material is permitted.
- 11.3 Ventilation:**
- 11.3.1 Type 996:** EML recommends that the interior ventilation be modified by installing a ventilation hose for the Driver. The following is to be considered:
- (a) The windscreen ventilation may be disturbed.
 - (b) For safety reasons, do not use rigid metal or plastic pipe.
 - (c) The dash fascia may not be modified in any way to facilitate the fitting of any additional ventilation.
 - (d) It is permitted to fit the louvered rear quarter window kit to the Car. All mounting hardware as supplied with the kit must be used in its correct position.

11.3.2 Type 997: it is permissible to fit window vents to the front door glass as per the installation instructions provided. The only vent kit authorised is that supplied by EML under part number PCA CC325100. No other alteration or modification to vehicle glazing is allowed.

11.3.3 For **Type 996**, the front door window vent may be installed **only** in conjunction with louvered rear quarter windows.

11.3.4 For **Type 997**, it is permitted to install the additional cabin air ducting. This is comprised of the parts:

- 997 572 365 90 Air Duct
- 997 572 719 02 Bracket

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

- (a) They must be permanently attached to the Car along the lower edge of the net;
- (b) They must be fitted to the relevant roll over protection structure above the relevant window;
- (c) They must be affixed by means of a rapid release system so that, even with the Car inverted it must be possible to detach the mechanism with one hand;
- (d) For the purposes of this rule, the rapid release system handle or lever must be "Dayglo" yellow;
- (e) The rapid release system may utilise a push button release provided that:
 - (i) it respects the requirements of this Rule; and
 - (ii) the push button must be visible from the outside, be of a contrasting colour and be marked "press".
- (f) The approved window net is available from Revolution Racegear under part numbers:
 - 3100076000 Window net
 - 3100077650 Installation kit

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

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

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

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

11.7 Judicial In-Car Camera: refer to Championship Article 12 (amendment GT3-11-A001).

- 11.8 Sponsor Ride Equipment:** Passenger seats for sponsor rides must be of the approved type and mounted in position on the original factory seat mounting points. A passenger side window net must be fitted. The passenger seat belt must be the GT3 approved type and mounted as per the drivers seat belt mounting. In the case of MY2004 and later GT3 Cup cars, an approved seat belt mount is required which must be purchased through EML or PCA.

12.0 ENGINE SPECIFICATIONS

- 12.1** For all Cars, a 3.6 litre engine, based on the 911 GT3 is fitted – refer to Appendix 1. The engine set up is based on unleaded fuel of 98 octane RON.
- 12.2** It is permitted to fit a cold air box (P/No 996 110 021 94) as supplied by Porsche Cars Australia or European Motors Limited to Type 996 cars.
- 12.3 Engine Oil:** Any Porsche AG recommended engine oil may be used in the engine during practice, qualifying and racing.

13.0 TRANSMISSION

- 13.1** The gearbox ratios specified for Classes 997 and 996 A must be used. Class 996 B must use the original gear ratios. Factory approved Porsche GT3 Cup upgrades are permitted.
- 13.2** It is permitted to fit remanufactured dog rings to Type 996 gearboxes provided they comply with the identifying marks stamped in at the point of manufacture prior to the hardening process. It is also permitted to use genuine dog rings.
- 13.3** Lock wiring of the roll pin for gearshift forks is permissible and the standard 1mm stainless steel lock wire is recommended with no more than two strands through the roll pin. Further modifications are not permissible i.e. drilling of bolts or forks for lock wiring.
- 13.4** It is highly recommended that only Porsche AG recommended gearbox lubricants be used at all times.
- 13.5** The ramp angle of the differential lock is 32 degrees \pm 17' (acceleration) and 45 degrees \pm 17' (deceleration). The ramp angles are determined relative to the rotary axis (Appendix 3). The resulting locking ratio in combination with the friction discs is 40/60%. The minimum locking torque of the differential is reached whenever the torque value is 80 Nm – measured at the gearbox driveshaft output flange. Falling short of the minimum value is not permissible at any time during the event. The maximum locking torque of the differential is reached whenever the torque value is 180 Nm – measured at the gearbox driveshaft output flange. Exceeding the maximum value is not permissible at any time during the event.
- 13.6** It is permitted to install the Tilton carbon clutch assembly as supplied by EML
- 13.7** It is permitted to install an alternative transmission oil filter.

14.0 ENGINE and GEARBOX REPAIRS

- 14.1 Duty of Notification:** It is the duty of the Competitor to notify the CS in writing, of any required repairs to the engine or gearbox.
- 14.1.1** No work should be undertaken unless written confirmation has been received from the CS for such work to commence. The CS reserves the right to inspect any Car prior to this authority being granted.
- 14.1.2 Disobeying the Duty of Notification:** Any breach of the requirement for notification shall be referred to the Event Director.

- 14.2** All work involving the following items is to be carried out in conjunction with the Championship Scrutineer (CS):
- crankcase, crank shaft, pistons
 - cylinder head
 - cam shaft
 - throttle body
 - gear box casings
- 14.2.1** These components may be repaired by individual teams, but all work must be carried out in conjunction with the Championship Scrutineer.
- 14.2.2** This means that prior to breaking any of the electronic seals, the CS must be notified about the repairs to be carried out.
- 14.3** Prior to any final assembly of sealed components, the components, and the assembly of, must be inspected by the CS. Upon completion of the work, the seals must be fitted and checked by the CS.
- 14.3.1** The above protocol is to ensure continuity and parity between Cars – this is an essential ingredient in the success of the Championship principle.
- 14.4** Competitors are reminded of the regulations contained in Article 3.7, Appendix Two – Schedule A of the NZ MotorSport Manual relating to seals and the penalty provisions of the National Sporting Code regarding non compliance.

15.0 SUSPENSION

- 15.1 Ground Clearance:** The ride height of the ready to drive Car (including Driver on board and slick-tyres), may not, at the pre-determined measurement positions, go below the minimum ride height at any time during the Meeting. During the whole of the Meeting, the minimum ride heights are:

Axle	Type 996	Type 997
Front	83 mm	74mm
Rear	102 mm	110mm

- 15.1.1** Measurements shall be performed on the designated 'flat pad' of the meeting. The measurement points are as below and are depicted in Appendix 2:

- (a) Front axle: mounting bolt (M14) of the longitudinal control arm/corner plate vertically measured to the tyre contact plane.
- (b) Rear axle: the machined area on the rear axle sub-frame vertically measured to the tyre contact plane.

- 15.1.2** It is forbidden to adjust the ride height of the Car during a qualifying session of a Meeting. Any Competitor found adjusting the ride height of the Car during a qualifying session of a Meeting will be reported to the Event Director.

- 15.2 Suspension:** 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:

Axle	Type 996	Type 997
Front	20 mm	13mm
Rear	5 mm	10mm

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

- 15.2.3** For Type 997, the rear wishbone mounting points must be kept in the middle position (identical to the ex works position) and may not be turned around.
- 15.3 Shock Absorbers:** Only Sachs adjustable suspension struts in original condition as fitted at the factory must be used for Type 996 from MY2002 to 2005 cars. MY2001 cars must have suspension struts in original condition as fitted at the factory. Approved factory upgrades are permitted. Type 997 from MY2005 to MY2009 must be fitted with the original Sachs suspension dampers. Alteration of the bump/rebound characteristics is prohibited.
- 15.3.1** For Type 996 all shock absorbers not previously sealed must be presented to the appointed partner for testing and sealing prior to the commencement of the first round.
- 15.4** Any shock absorber repair, reconditioning or testing must be organised through the EML appointed partner. It is not permitted for competitors to open or repair the shock absorber under any circumstances. For 997, exchange or original replacement components sourced via EML only are permitted. The EML appointed partner for shock absorber work is George Stock & Company Ltd.
- 15.5** The CS may, only at the conclusion of a Meeting, request the removal of the dampers and springs from any Car for the purposes of testing and/or eligibility checking. The CS will provide replacement dampers and springs to be installed into the Car. The CS may take the dampers and springs to another location for further testing.
- 15.6 Stabilizer Bars:** Entrants are permitted to disconnect the anti-roll bars, on condition that no components are removed. The anti-roll bars may be adjusted using the technically available adjustment range only.

16.0 BRAKE DISCS / PADS

- 16.1 Class 997:** 997 GT3 Cup MY10 brake discs and pads are compulsory for all meetings. The part numbers for replacement parts are:
- | | |
|------------|----------------|
| Front Disc | 997 351 409 92 |
| Rear Disc | 997 352 405 91 |
| Front Pad | 996 351 940 93 |
| Rear Pad | 997 352 930 92 |
- 16.2 Classes 996 A & B:** The original brakes as supplied on the car must be used with the exception of disc pads which may be either original parts or Pagid pads branded with "Trans Tasman Cup" on the rear of the pad.

17.0 WHEELS

- 17.1** Only wheels as per the Car's Recognition Document are allowed. Competitors are required to have a minimum of two (2) full sets of wheels. EML strongly recommends three (3) full sets as a minimum.
- 17.2** For the purposes of repair, individual BBS wheel parts may be utilised, sourced either from EML or the appointed New Zealand BBS representative (Triple X Motorsport).

18.0 TYRES

18.1 Testing, Qualifying and Race Tyres: Only tyres of the make, model and size approved for the Championship may be fitted for testing, qualifying and races. The tyre pressure is left up to the operator, but instructions by the approved tyre manufacturer must be observed. Tyre valve stem caps should be installed at all times.

18.1.1 Preheating and chemical treatment of the tyres of any kind is prohibited. Tyre “scraping” is prohibited.

18.1.2 Tyre pressure control valves are prohibited.

18.2 All racing tyres must be purchased through European Technique or its appointed representative.

18.2.1 The Michelin dry race tyres are marked “Porsche Cup N1” on the sidewall and are designated as:

Type 997:

- Front 24/64-18
- Rear 27/68-18

Type 996:

- Front 24/64-18
- Rear 27/68-18

18.2.2 The Michelin wet race tyres are designated as:

Types 996 & 997:

- Front 24/64-18 P2A, P2C or P2E
- Rear 27/68-18 P2A, P2C or P2E

APPENDIX 1 - 2009 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 997 GT3 Cup

Model Name: MY 2009 CUP

Date of Issue of this Document: July 2009

SECTION 1 – CHASSIS 2009

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z9S798001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–60-260 Part No: 997 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel blade	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 120-60-260 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537 90		
Damper type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel blade	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions:	380 x 32	350 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche	Porsche	
Adjustable bias	Yes		
Brake Booster Fitted	No		
Comments:			

SECTION 2 – ENGINE 2009

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 97.75	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. eng revs Gears 1 to 5: 8200 rpm Max. eng revs Gear 6: 8400 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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 91
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 997 605 132 90

SECTION 3 – TRANSMISSION 2009

3.1 CLUTCH		
Make:	Porsche	Assembly : 997 116 930 90
Type:	Multi plate & central release	Friction Plates: 997 116 931 90 EML Intermed. Plates: 997 116 137 90 EML
No. of Plates:	Three friction	Pressure Plate: 997 116 131 90 EML Basket: 997 116 932 90 EML
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual sequential	Rear Wheel drive
Make:	Porsche	
Model:	G97/63 with oil/water heat exchanger	
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 1.4:1	5 – 26/23 1.13:1	6 – 27/29 0.931:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	P/No 997 332 083 9E
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	8/32 4.00:1	P/No 950 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	P/No 997 332 024 90	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Original: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	997 362 136 90	997 362 140 90
Original:	9 x 18 – 43mm offset	11 x 18 – 30mm offset
Allowed	9 x 18 – 43mm offset	11 x 18 – 30mm offset

SECTION 4 – GENERAL 2009

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

APPENDIX 1A- 2008 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 997 GT3 Cup

Model Name: MY 2008 CUP

Date of Issue of this Document: October 2007

SECTION 1 – CHASSIS 2008

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z8S798001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–60-260 Part No: 997 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel blade	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 120-60-260 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537 90		
Damper type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel blade	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions:	380 x 32	350 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche	Porsche	
Adjustable bias	Yes		
Brake Booster Fitted	No		
Comments:			

SECTION 2 – ENGINE 2008

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 97.75	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. eng revs Gears 1 to 5: 8200 rpm Max. eng revs Gear 6: 8400 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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 90
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 997 605 132 90

SECTION 3 – TRANSMISSION 2008

3.1 CLUTCH		
Make:	Porsche	Assembly : 997 116 930 90
Type:	Multi plate & central release	Friction Plates: 997 116 931 90 EML Intermed. Plates: 997 116 137 90 EML
No. of Plates:	Three friction	Pressure Plate: 997 116 131 90 EML Basket: 997 116 932 90 EML
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual sequential	Rear Wheel drive
Make:	Porsche	
Model:	G97/63 with oil/water heat exchanger	
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 1.4:1	5 – 26/23 1.13:1	6 – 27/29 0.931:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	P/No 997 332 083 9E
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	8/32 4.00:1	P/No 950 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	P/No 997 332 024 90	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Original: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	997 362 136 90	997 362 140 90
Original:	9 x 18 – 43mm offset	11 x 18 – 30mm offset
Allowed	9 x 18 – 43mm offset	11 x 18 – 30mm offset

SECTION 4 – GENERAL 2008

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

APPENDIX 1B - 2007 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 997 GT3 Cup

Model Name: MY 2007 CUP

Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2007

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z7S798001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut with double clamped upright		
Spring medium:	Coil: Main spring 100–60-260 Part No: 997 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel	Adjustable:	yes
Suspension adjustable:	Via spring seat Height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Multi Link with spherical bearings		
Spring medium:	Coil: Main spring 120-60-260 Part No: 996 333 531 90 Tender spring 60-60-40 Part No: 996 333 537 90		
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 with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disk	Disk	
Dimensions (mm):	380 x 32	350 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	Yes		
Brake Booster Fitted	No		
Comments:			

SECTION 2 – ENGINE 2007

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.72	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98 mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. eng revs Gears 1 to 5: 8200 rpm Max. eng revs Gear 6: 8400 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl Heads	
Oil cooler standard:	Yes	
Location:	Engine	
2.4 IGNITION		
Type:	Coil on Plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection System	Model: MS3.1	No: 997 618 608 94
Make:	Porsche	Type: Modas Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2007

3.1 CLUTCH		
Make:	Porsche	Assembly : 997 116 930 90
Type:	Multi plate & central release	Friction Plates: 997 116 931 90 EML Intermed. Plates: 997 116 137 90 EML
No. of Plates:	Three friction	Pressure Plate: 997 116 131 90 EML Basket: 997 116 932 90 EML
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G97/60 with oil/water heat exchanger	
No. forward speeds:	Six sequential	
1 – 38/12 3.166:1	2 – 32/15 2.133:1	3 – 31/18 1.722:1
4 – 28/20 1.4:1	5 – 30/26 1.154:1	6 – 27/28 0.964:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	8/32 4.00:1	950 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	997 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Original: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	997 362 136 90	997 362 140 90
Original:	9 x 18 – 43mm offset	11 x 18 – 30mm offset
Allowed	9 x 18 – 43mm offset	11 x 18 – 30mm offset

SECTION 4 – GENERAL 2007

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

APPENDIX 1C – 2006 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

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

Model Type: Porsche 997 GT3 Cup

Model Name: MY 2006 CUP

Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2006

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z6S798001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut with double clamped upright		
Spring medium:	Coil: Main spring 100–60-260 Part No: 997 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Multi Link with spherical bearings		
Spring medium:	Coil: Main spring 120-60-260 Part No: 996 333 531 90 Tender spring 60-60-40 Part No: 996 333 537 90		
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 with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions (mm):	380 x 32	350 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	Yes		
Brake Booster Fitted	No		
Comments:			

SECTION 2 – ENGINE 2006

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.72	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 95.98 mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. eng revs Gears 1 to 5: 8200 rpm Max. eng revs Gear 6: 8400 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl Heads	
Oil cooler standard:	Yes	
Location:	Engine	
2.4 IGNITION		
Type:	Coil on Plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection System	Model: MS3.1	No: 997 618 608 94
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2006

3.1 CLUTCH		
Make:	Porsche	Assembly : 997 116 930 90
Type:	Multi plate & central release	Friction Plates: 997 116 931 90 EML Intermed. Plates: 997 116 137 90 EML
No. of Plates:	Three friction	Pressure Plate: 997 116 131 90 EML Basket: 997 116 932 90 EML
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G97/60 with oil/water heat exchanger	
No. forward speeds:	Six sequential	
1 – 38/12 3.166:1	2 – 32/15 2.133:1	3 – 31/18 1.722:1
4 – 28/20 1.4:1	5 – 30/26 1.154:1	6 – 27/28 0.964:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	8/32 4.00/1	950 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	997 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Original: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	997 362 136 90	997 362 140 90
Original:	9 x 18 – 43mm offset	11 x 18 – 30mm offset
Allowed	9 x 18 – 43mm offset	11 x 18 – 30mm offset

SECTION 4 – GENERAL 2006

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

APPENDIX 1D - 2005 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 997 GT3 Cup

Model Name: MY 2005 CUP

Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2005

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z5S798001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut with double clamped upright		
Spring medium:	Coil: Main spring 100–60-260 Part No: 997 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Multi Link with spherical bearings		
Spring medium:	Coil: Main spring 120-60-260 Part No: 996 333 531 90 Tender spring 60-60-40 Part No: 996 333 537 90		
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 with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions (mm):	380 x 32	350 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	Yes		
Brake Booster Fitted	No		
Comments:			

SECTION 2 – ENGINE 2005

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.72	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98 mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8200 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl Heads	
Oil cooler standard:	Yes	
Location:	Engine	
2.4 IGNITION		
Type:	Coil on Plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection System	Model: MS3.1	No: 997 618 608 94
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2005

3.1 CLUTCH		
Make:	Porsche	Assembly : 997 116 930 90
Type:	Multi plate & central release	Friction Plates: 997 116 931 90 EML Intermed. Plates: 997 116 137 90 EML
No. of Plates:	Three friction	Pressure Plate: 997 116 131 90 EML Basket: 997 116 932 90 EML
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G97/60 with oil/water heat exchanger	
No. forward speeds:	Six	
1 – 38/12 3.166:1	2 – 32/15 2.133:1	3 – 31/18 1.722:1
4 – 28/20 1.4:1	5 – 30/26 1.154:1	6 – 27/28 0.964:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	8/32 4.00:1	950 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	997 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Original: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	997 362 136 90	997 362 140 90
Original:	9 x 18 – 43mm offset	11 x 18 – 30mm offset
Allowed	9 x 18 – 43mm offset	11 x 18 – 30mm offset

SECTION 4 – GENERAL 2005

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

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 996 GT3 Cup

Model Name: MY 2005 CUP

Date of Issue of this Document: July 2005

SECTION 1 – CHASSIS 2005

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z5S698001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–240-60 Part No: 996 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel – 26.8mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 130-260-60 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537 90		
Damper type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel – 20.7 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions (mm):	350 x 33	330 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6	4	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	No		
Brake Booster Fitted	Yes		
Comments: ABS fitted as standard			

SECTION 2 – ENGINE 2005

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.74	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98 mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8000 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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: 996 618 608 92
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2005

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 75
No. of Plates:	One friction	996 116 013 91
Type:	4 Puck	
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G96/97 with oil/water heat exchanger	
No. forward speeds:	Six	
1 – 41/13 3.154:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 34/26 1.310:1	5 – 35/32 1.09:1	6 – 31/34 0.911:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	32/8 4.00:1	996 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	996 362 136 97	996 362 140 97
Original:	9 x 18 – 46mm offset	11 x 18 – 59mm offset
Allowed	9 x 18 – 46mm offset	11 x 18 – 59mm offset

SECTION 4 – GENERAL 2005

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	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515 mm +/- 0.1%	Rear: 1,578 mm +/- 0.1%
Wheelbase:	2,357 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.		

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 996 GT3 Cup

Model Name: MY 2004 CUP

Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2004

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z4S698001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–240-60 Part No: 996 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel – 26.8mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat Height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 130-260-60 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537 90		
Damper type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel – 20.7 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions (mm):	350 x 33	330 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6 – 38/32/28 mm	4 – 28/30 mm	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	No		
Brake Booster Fitted	Yes		
Comments: ABS fitted as standard			

SECTION 2 – ENGINE 2004

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.74	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98 mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8000 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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: 996 618 608 92
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2004

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 75
No. of Plates:	One	996 116 013 91
Type:	4 Puck	
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G96/97 with oil/water heat exchanger	
No. forward speeds:	Six	
1 – 41/13 3.154:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 34/26 1.310:1	5 – 35/32 1.09:1	6 – 31/34 0.911:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	32/8 4.00:1	996 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	996 362 136 97	996 362 140 97
Original:	9 x 18 – 46mm offset	11 x 18 – 59mm offset
Allowed	9 x 18 – 46mm offset	11 x 18 – 59mm offset

SECTION 4 – GENERAL 2004

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	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515 mm +/- 0.1%	Rear: 1,578 mm +/- 0.1%
Wheelbase:	2,357 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 1G - 2003 CAR SPECIFICATIONS

**PROSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 996 GT3 Cup
Model Name: MY 2003 CUP
Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2003

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z3S698001	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–240-60 Part No: 996 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel 26.8 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat Height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 130-260-60 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537 90		
Damper type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel 20.7 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions:	350 x 33	330 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6 – 38/32/28	4 – 28/30	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	No		
Brake Booster Fitted	Yes		
Comments: ABS fitted as standard			

SECTION 2 – ENGINE 2003

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.74	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	99.98 mm	Max. allowed: 99.98 mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8000 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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: 996 618 608 92
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2003

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 75
No. of Plates:	One	996 116 013 91
Type:	4 Puck	
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G96/97	
No. forward speeds:	Six	
1 – 41/13 3.154:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 34/26 1.310:1	5 – 35/32 1.09:1	6 – 31/34 0.911:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9C
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	32/8 4.00:1	996 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	996 362 136 97	996 362 140 97
	Original: 9 x 18 – 46mm offset	11 x 18 – 59mm offset
	Allowed 9 x 18 – 46mm offset	11 x 18 – 59mm offset

SECTION 4 – GENERAL 2003

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	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515 mm +/- 0.1%	Rear: 1,578 mm +/- 0.1%
Wheelbase:	2,357 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 1H – 2002 Upgraded to 2003 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 996 GT3 Cup
Model Name: MY 2002 CUP Upgraded to MY 2003 CUP
Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2002 Upgraded to 2003

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z2S698061	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–240-60 Part No: 996 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel 26.8 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 130-260-60 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537 90		
Damper type:	Sachs - Oil/Gas	Adjustable:	yes
Anti-sway bar:	Steel 20.7mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions:	350 x 33	330 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6 – 38/32/28	4 – 28/30	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	No		
Brake Booster Fitted	Yes		
Comments: ABS fitted as standard			

SECTION 2 – ENGINE 2002 Upgraded to 2003

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.77	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	100 mm	Max. allowed: 100mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8000 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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: 996 618 608 91
Make:	Porsche	Type: Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2002 Upgraded to 2003

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 75
No. of Plates:	One	996 116 013 91
Type:	4 Puck	
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G96/92	
No. forward speeds:	Six	
1 – 41/13 3.154:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 34/26 1.310:1	5 – 35/32 1.09:1	6 – 31/34 0.911:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9A
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	32/8 4.00:1	996 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	996 362 136 97	996 362 140 97
	Original: 9 x 18 – 46mm offset	11 x 18 – 59mm offset
	Allowed: 9 x 18 – 46mm offset	11 x 18 – 59mm offset

SECTION 4 – GENERAL 2002 Upgraded to 2003

4.1 FUEL SYSTEM		
Tank Location:	Front	Capacity: 64 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	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515 mm +/- 0.1%	Rear: 1,578 mm +/- 0.1%
Wheelbase:	2,350 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 11 – 2002 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 996 GT3 Cup

Model Name: MY 2002 CUP

Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2002

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z2S698061	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–240-60 Part No: 996 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel 26.8 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 130-260-60 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537		
Damper type:	Sachs - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel 20.7 mm diameter	Adjustable:	yes
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions (mm):	350 x 34	330 x 28	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	6 – 38/32/28	4 – 28/30	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	No		
Brake Booster Fitted	Yes		
Comments: ABS fitted as standard			

SECTION 2 – ENGINE 2002

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.77	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	100 mm	Max. allowed: 100mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8000 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl 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: 996 618 608 91
Make:	Porsche	Type: MODAS Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2002

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 75
No. of Plates:	One	996 116 013 91
Type:	4 Puck	
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G96/92	
No. forward speeds:	Six	
1 – 41/13 3.154:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 36/29 1.241:1	5 – 33/32 1.031:1	6 – 30/35 0.857:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 60/40%	996 332 083 9A
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	32/8 4.00:1	996 302 911 80
Comments: Oil cooler and pump fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	996 362 136 97	996 362 140 97
	Original: 9 x 18 – 46mm offset	11 x 18 – 59mm offset
	Allowed: 9 x 18 – 46mm offset	11 x 18 – 59mm offset

SECTION 4 – GENERAL 2002

4.1 FUEL SYSTEM		
Tank Location:	Front	Capacity: 64 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	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515 mm +/- 0.1%	Rear: 1,578 mm +/- 0.1%
Wheelbase:	2,350 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 1J - 2001 CAR SPECIFICATIONS

**PORSCHE GT3 CUP
APPROVED VEHICLE SPECIFICATION
RECOGNITION DOCUMENT**

This form details the approved specifications of individual car models and will be referred to as the "Recognition Document".

Model Type: Porsche 996 GT3 Cup

Model Name: MY 2001 CUP

Date of Issue of this Document: July 2007

SECTION 1 – CHASSIS 2001

1.1 CHASSIS FRAME		From Number WP0ZZZ99Z1S698061	
Description:	Monocoque integrated chassis and body		
Manufacturer:	Porsche		
Material:	Steel		
1.2 FRONT SUSPENSION			
Description:	McPherson Strut		
Spring medium:	Coil: Main spring 100–240-60 Part No: 996 343 531 90 Tender spring 75-60-43 Part No: 996 343 537 90		
Damper Type:	Bilstein - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel 26.8 mm diameter	Adjustable:	no
Suspension adjustable:	Via spring seat height	Method:	thread
1.3 REAR SUSPENSION			
Description:	Independent Multi Link		
Spring medium:	Coil: Main spring 130-260-60 Part No: 996 333 531 90 Tender spring 60-60-50 Part No: 996 333 537		
Damper type:	Bilstein - Oil/Gas	Adjustable:	no
Anti-sway bar:	Steel 20.7 mm diameter	Adjustable:	no
Suspension adjustable:	Via spring seat height	Method:	thread
1.4 STEERING			
Type:	Rack and pinion with assistance	Make:	Porsche
1.5 BRAKES			
	Front	Rear	
Type:	Disc	Disc	
Dimensions:	330 x 34	330 x 34	
Material of disc	Steel	Steel	
No. Pistons per Caliper:	4 – 36/44	4 – 28/30	
Actuation:	Hydraulic	Hydraulic	
Caliper:	Porsche		
Adjustable bias	No		
Brake Booster Fitted	Yes		
Comments: ABS fitted as standard			

SECTION 2 – ENGINE 2001

2.1 ENGINE		
Make:	Porsche	
Model:	GT3 Cup M 96.77	
No. cylinders:	Six	Configuration: Flat
Cylinder Block-material:	Aluminum	Four Stroke: yes
Bore - Original:	100 mm	Max. allowed: 100mm
Stroke - original:	76.4mm	Max. allowed: 76.4mm
Capacity - original:	3598cc	Max. allowed: 3598cc
Cooling method:	Liquid	Max. engine revs: 8000 rpm
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 in direction of travel	
Dry sump pump type:	Gear	
Location:	Crankcase & Cyl Heads	
Oil cooler standard:	Yes	
Location:	Engine	
2.4 IGNITION		
Type:	Coil on Plug	
Make:	Porsche	
2.5 FUEL FEED		
Fuel injection System	Model: M 5.2	No: 996 618 610 92
Make:	Porsche	Type: Motronic
Injector:	Porsche EV6C	No: 996 606 132 00

SECTION 3 – TRANSMISSION 2001

3.1 CLUTCH		
Make:	Porsche	
Type:	Diaphragm	996 116 027 51
No. of Plates:	One	996 116 013 91
Type:	4 Puck	
Actuation:	Hydraulic	
3.2 TRANSMISSION		
Type:	Manual	Rear Wheel drive
Make:	Porsche	
Model:	G96/92	
No. forward speeds:	Six	
1 – 41/13 3.154:1	2 – 40/20 2.0:1	3 – 39/25 1.56:1
4 – 36/29 1.241:1	5 – 33/32 1.031:1	6 – 30/35 0.857:1
3.3 FINAL DRIVE		
Diff. Make: Porsche	Lock Ratio: 40/60%	996 332 083 9A
Wheel drive method:	Hypoid crownwheel and pinion	
Ratios:	32/8 4.00:1	996 302 911 80
Comments: Oil cooler and pump NOT fitted as standard		
3.4 TRANSMISSION SHAFTS (EXPOSED)		
Number:	2 CV type Shafts	
Description:	996 332 024 92	
3.5 WHEELS AND TYRES		
Wheel type:	Original: BBS	Material: Aluminum
	Allowed: BBS	Allowed: Aluminum
Fixture method:	Centre Lock	
	FRONT	REAR
Wheel Rim	996 362 136 95	996 362 140 95
	Original: 8.5 x 18 – 46.5mm offset	10.5 x 18 – 59mm offset
	Allowed 9 x 18 – 46mm offset	10.5 x 18 – 59mm offset

SECTION 4 – GENERAL 2001

4.1 FUEL SYSTEM		
Tank Location:	Front	Capacity: 64 litres
Fuel pump, type and location:	Electric internal	Make: Porsche
4.2 ELECTRICAL SYSTEM		
Voltage:	12 volts negative ground	
Alternator fitted:	yes	
Battery Location:	front plenum chamber	
4.3 BODYWORK		
Type:	Coupe	Material: steel/carbon fibre
4.4 DIMENSIONS		
Track:	Front: 1,515 mm +/- 0.1%	Rear: 1,578 mm +/- 0.1%
Wheelbase:	2,350 mm +/- 0.1%	
Racing weight:	1,210 kg (minimum)	
4.5 PERMITTED MODIFICATIONS		
No modifications or deviations from the standard specification of the Car are permitted.		

APPENDIX 2 - RIDE HEIGHT / GROUND CLEARANCE

RIDE HEIGHT MEASURING POINT - FRONT AXLE TYPE 996



RIDE HEIGHT MEASURING POINT - FRONT AXLE TYPE 997



APPENDIX 2 - RIDE HEIGHT / GROUND CLEARANCE

RIDE HEIGHT MEASURING POINT – REAR AXLE ALL TYPES



APPENDIX 3 – DIFFERENTIAL LOCK RAMP ANGLES



DELETE

APPENDIX 4 – HEADLIGHT CLASS DISTINCTION AREA



Front view



Top view