

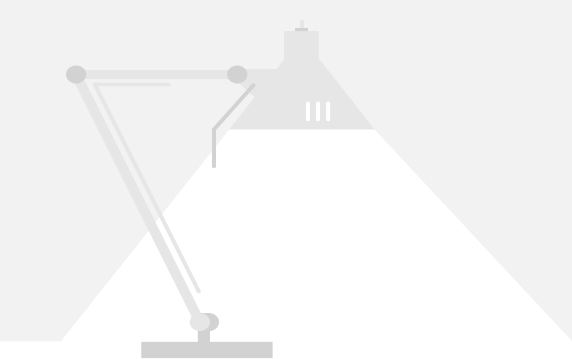


# TECHNICAL REGULATIONS 2025 MICHELIN 992 ENDURANCE CUP POWERED BY PORSCHE MOTORSPORT



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## 1. Technical Regulations

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### 1.1 Summary of the eligible groups/classes

The Michelin 992 Endurance Cup is a one-make event with an overall and class classification based on driver line-ups. All cars are subject to these technical regulations.

Only cars of the model Porsche 911 GT3 Cup, type 992 (a special series produced by Dr. Ing. h.c. F. Porsche AG), of the model year 2021, 2022, 2023, 2024, 2025 and which fully comply with these Regulations are eligible to participate.

The cars must meet the technical specifications of these Regulations and Appendix J of the FIA International Sporting Code in full.

Cars may only deviate from the Technical Regulations where specifically agreed for development purposes on behalf of the event Promoter. Cars that deviate from the Technical Regulations with this specific agreement shall enter in the ECO Class (see art. 3.1 of the Sporting Regulations). The deviations shall be referred for approval to the Scrutineers by the event Promoter before the car is used and shall not involve any safety-critical modifications nor may they provide any performance or competitive advantage. Where required by the Event Promoter, Competitors must comply with the fitting of any additional parts or systems for development purposes.

### 1.2 Principles of the Technical Regulations

In accordance with:

- Articles 251 and 277 (Group EII-SH) of Appendix J to the FIA International Sporting Code
- General provisions, definitions and clarifications regarding the technical rules
- These Technical Regulations
- Technical Manuals of the eligible cars
- Technical Information of Dr. Ing. h.c. F. Porsche AG
- Software Information of Dr. Ing. h.c. F. Porsche AG
- Spare Parts Catalogues of the eligible cars

Competitors must comply with all elements of each of the above unless they are clearly specified as being optional.

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, Software Information or Spare Parts Catalogue, then these Technical Regulations will take precedence.

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Spare Parts Catalogue may be updated by Dr. Ing. h.c. F. Porsche AG. For Software Information, only the latest version is valid but Setups (based on the latest version) may be varied within the parameters allowed by Dr. Ing. h.c. F. Porsche AG. Any requirements may be varied for any specific competition by means of a Stewards' Bulletin issued at the event.

It is recognised that spare parts listed in the Spare Parts Catalogue may be subject to a change of part number during the season. Therefore a spare part which is identical to that shown in the Spare Parts Catalogue (and which has the same function, working principle and location in the vehicle) but which bears a different part number may be used, subject to prior approval by Dr. Ing. h.c. F. Porsche AG Aftersales Department. Such approval shall be at the sole discretion of Dr. Ing. h.c. F. Porsche AG and it is the responsibility of the Competitor to ensure such approval, where granted, is documented and retained for inspection by the Technical Scrutineers. Where a different part number is solely due to a change of number by the manufacturer for the same part, the new part number may be used without the need to obtain prior approval until such time as the Spare Parts Catalogue is updated. Where part numbers are particular to a model year but those parts are interchangeable between different model years and provide the same function, then the part numbers may be used in any type 992 Cup car independently of the model year (noting that, where parts form a set, they must be used as a set and it is prohibited in such cases to mix parts of an older version with parts of a newer version).

Certain alternative parts as detailed in Appendix 7 of these regulations which have different part numbers to, but the same function as, the original part in the car or in the Spare Parts Catalogue are allowed to be used for the originally intended function and in the originally intended position.

### 1.3 General/preamble

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Stewards in consultation with the Race Director shall be final regarding any interpretation of these Regulations. The Promoter reserves the right to amend and extend these Regulations (in consultation with the RACB).

The installation of any permitted optional parts or systems must be in accordance with the manufacturer's instructions may be subject to approval by the Technical Scrutineers. Any such installations remain the sole responsibility of the participant. At the Technical Scrutineers discretion, any Competitor must, if requested, remove any optional part or system.

### 1.4 Permitted modifications and installations

The only work which is permitted to be carried out on the cars is that necessary for its normal servicing, or for the replacement of parts worn through use or accident.

The limits of the modifications and installations permitted are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible cars in compliance with Article 2.1 of these regulations. The Porsche Genuine Parts are specified in the valid Spare Parts Catalogue in each case.

The use of components manufactured by Dr. Ing. h.c. F. Porsche AG for other groups of cars (e.g. Porsche road cars) is also prohibited.

The use of any items described as "optional" in the Spare Parts Catalogue is prohibited, if their use is not specifically permitted by these technical regulations.

Throughout the car, the standard fastening components such as nuts, bolts, washers, lock washers, spring washers and split pins must only be replaced by Porsche Genuine Parts.

The service and replacement intervals and adjustment values specified by Dr. Ing. h.c. F. Porsche AG (see Technical Manual) are to be observed.

The Promoter may permit modifications that do not correspond to the series production status on all or individual cars, providing these do not confer any competitive advantage (e.g. for the attachment of cameras; radio installations, etc.).

### 1.5 Driver equipment

Driver equipment must be worn correctly at all times whilst the Driver is seated in the car in the pre-start area, the pit lane or on the track. It is compulsory to wear overalls in compliance with the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet in compliance with the FIA Regulations (Appendix L of the ISC) is compulsory.

All Driver equipment must be worn in accordance with the manufacturer's instructions (balaclavas inside race suits, FHR systems correctly secured, etc). Failure to do so may result in the Driver being shown the black flag and/or being ordered by the Race Director or the Stewards to immediately rectify any error or omission and/or the imposition of any penalty at the discretion of the Race Director or Stewards.

#### 1.5.1 Frontal Head Restraint System (FHR; HANS® or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 is compulsory.

Responsibility for ensuring compatibility of the Driver's equipment in order to enable use of such a system and installation of same in the car in compliance with the manufacturer's instructions lies solely with the participant.

#### 1.5.2 Drinking system

A drinking system may be used. Installation must be fixed using metal hardware and be able withstand a crash of 30G.

### **1.5.3 Cooling system**

A driver cooling system with cooling vest may be used. Installation must be fixed using metal hardware on the auxiliary weight base plate and be able withstand a crash of 30G.

## **1.6 Minimum weight and ballast**

It is the Competitor's responsibility to ensure that at all times during the event the mandatory minimum weight of the car with empty fuel tank is reached. At no time during a competition is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for technical scrutineering, is on the track or in Parc Fermé.

The minimum weight must also be observed when the levels of operating liquids are under minimum level.

The checking of the weight of the cars will be conducted on the "official scale" which will be located in the Technical Scrutineering area or in an alternative designated place. This is also the weighing area.

### **1.6.1 Base plate auxiliary weight**

If the original base plate does not contain the necessary holes for the mounting positions as indicated in these regulations, they can be added after consultation with the Technical Scrutineers. The mounting holes can only be added in the necessary positions to satisfy the requirements of these regulations.

### **1.6.2 Ballast**

The installation of original Dr. Ing. h.c. F. Porsche AG ballast weights is permitted on the auxiliary weight base plate at the position of the passenger's seat in accordance with the illustration in Appendix 6 of these regulations.

The ballast weights are identified by spare part numbers in the Spare Parts Catalogue and the reference table in Appendix 7 of these regulations. No other ballast weights or locations are permitted.

### **1.6.3 Minimum car weight**

The minimum weight of a car will be 1310 kg. The minimum weight of a car consists of:

- the weight of the car with empty fuel tank;
- the weight of onboard cameras (surveillance camera and/or official TV camera and/or team's camera);
- the installed additional weights;
- the weight of any additional parts or systems required by the Promoter to be fitted for development purposes in accordance with Article 1.1.

### **1.6.4 Minimum driver weight**

This article is not applicable.

### **1.6.5 Determining the total weight of the driver and car**

This article is not applicable.

### **1.6.6 Weight changes during qualifying and races**

During any qualifying sessions and race, the weight of the car is only permitted to be altered by:

- Changing from slick tyres to wet tyres or vice versa;
- Consumption of consumable materials and fluids.

On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-race technical scrutineering, under no circumstances is weight in any form permitted to be added to the car or the Driver.

### **1.6.7 Verification of the minimum weights by the participants on the official scale**

Competitors have the opportunity to check the weight of their cars during the event on the official scale with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

### **1.6.8 Personal protective driver equipment during weighing**

This article is not applicable.

#### **1.6.9 Weighing of cars**

The cars are weighed regularly on the official scale.

If a car cannot reach the weighing area under its own power, it must be brought to the weighing area.

#### **1.6.10 Leaving the weighing area**

Without the consent of the Technical Scrutineers, the car is not permitted to be removed from the weighing area.

#### **1.6.11 Weighing after breakdown and car remaining on circuit during free practice, qualifying and race**

This article is not applicable.

#### **1.6.12 Determining the driver weights**

This article is not applicable.

#### **1.6.13 Replacement and loss of car parts and car damage**

In case of a loss of coolant caused by damage or an incident during a session, it may be possible to determine the final weight of the car by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 24.0 kg to the measured weight of the car. The decision to do so is at the sole discretion of the Technical Scrutineers.

Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine which, if any, parts should be replaced prior to the car being weighed.

#### **1.6.14 Parc Fermé rules for car weighing**

Cars that have been specified for weighing are subject to Parc Fermé regulations. It is forbidden to add or remove any substance to/from the car after it has been selected to be weighed. The same applies during the weighing process and after the end of the race. Excluded are actions of the Technical Scrutineers.

It is the Competitor's responsibility to ensure that the car entered by him can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the car from the moment of the order until the termination of the weighing process.

#### **1.6.15 Weighing in below the minimum weight**

If, during any post session weighing procedure, the car is found to be below the currently applicable minimum weight, the car will immediately be weighed for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method.

The maximum value of the 3 weights recorded is regarded as the actual weight for the car. At discretion of the Technical Scrutineers, the car may be weighed an additional 3 times, from which the maximum value is recorded.

#### **1.6.16 Regulations on the route to and in the weighing area**

Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. If a car is not presented for weighing despite a request, the Technical Scrutineers will inform the Race Director and the Stewards.

### **1.7 Emissions regulations**

The cars must be equipped with a catalytic converter as supplied by Dr. Ing. h.c. F. Porsche AG and in accordance with the DMSB exhaust gas emission regulations.

### **1.8 Noise regulations**

The maximum permitted noise limit is 110 dB(A). It will be measured at a distance of 15 metres from the centre line of the circuit.

### **1.9 Advertising and partnerships**

The branding requirements published for the Michelin 992 Endurance Cup 2025 must be followed. See Appendix 4 of these regulations for an example of the branding requirements for the event.



## 1.10 Safety equipment

The cars must possess all safety equipment in compliance with Article 277 of Appendix J to the FIA International Sporting Code (Group EII-SH).

The on-board fire extinguisher system must be switched into position “Armed” and the red LED illuminated from the moment a car leaves its team area to travel to the pre-start area for each session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

## 1.11 Fuel type and single fuel

**The following single fuel must be used:**

The only permitted fuel is unleaded fuel in compliance with Article 252.9 of Appendix J to the FIA International Sporting Code which must comply with DIN EN 228 and must be from the supplier specified by the Event Organiser. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only the specified fuel is permitted to be used for the duration of the Event.

### 1.11.1 Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. The Competitor must ensure that at any time from the commencement of pre-start for any session or race until the car is released from Parc Fermé at the end of the respective session or race (subject to removal of fuel for the weighing procedure), a minimum of 2.0 kg of fuel can be taken from the corresponding removal point (defueling coupling of the fuel cut-off valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the fuel supplier designated above.

The defueling process will be done on the measuring platform of the Technical Scrutineering area. If necessary, the Technical Scrutineers may specify a different location. During the defueling the vehicle must be stood on the platform (or the ground if a different location has been specified) on all four tyres and must not be moved. The required quantity of fuel must be able to be taken from the removal point defined above, within a maximum period of 10 minutes after the start of defueling.

### 1.11.2 Refuelling and control

The addition of any additives or any chemical changes to the fuel are prohibited.

Any operations involving the handling of fuel require the proper grounding\* to earth of the car and all equipment involved; in addition, there must be two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations per car, to be arranged by the Competitor.

\*: An earthing wire of green/yellow colour must be used, with at least 4 mm<sup>2</sup> cross sectional area, which must be connected to a solid threaded earthing point with at minimum M6 specification.

Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

### 1.11.3 Refuelling inlet

A dry break fuel filler with dry break valve(s) and collar with an overflow pipe of the following type must be installed:

- AC-AA-395 – Kit Dual Dry Break Fill Porsche 992.1 Cup (ATL), or;
- MT001358A – Tankbefüllsystem Schnellbetankung 992 Cup (Manthey Racing)

The fuel filler neck must be located such that refuelling probe can be inserted into the refuelling inlet without opening the hood.

### 1.11.4 Refuelling installation

A refuelling installation according to FIA App J Art 257A-400 must be used.

## 1.12 Technical definitions

In addition to the definitions in the “General Regulations, Definitions and Clarifications regarding the Technical Regulations” (DMSB Manual, blue part) the definitions set out in Article 251 of Appendix J to the FIA International Sporting Code shall apply.

## 2. Specific Technical Regulations

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### 2.1 General information

General car description

Porsche 911 GT3 Cup (992), MY 2021, 2022, 2023, 2024, 2025

Concept: Single-seated, near-standard car based on the Porsche 911 GT3.

For further general descriptions, the Competitor (entrant) shall refer to the respective paragraph of these technical regulations.

#### Important Information

Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Motorsport Parts Sales Department at Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG Abteilung Sportteilverkauf/EMV4

Markgröninger Straße 45

71701 Schwieberdingen Germany

Tel.: +49 711 911- 89956

Fax: +49 711 911- 82808

E-Mail: raceparts@porsche.de

The cars must comply with the requirements of these Technical Regulations. Technical inspection and acceptance of the cars is undertaken by the Technical Scrutineers.

### 2.2 Engine

#### 2.2.1 General description

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm<sup>3</sup>; stroke 81.5 mm; bore 102 mm; Max. rpm 8,750 rpm
- Single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converter
- Engine control unit Bosch MS 6.6
- Single-mass flywheel
- Required fuel quality: minimum 98 octane, unleaded, to E20

Only engines sealed in accordance with Article 2.11.1 of these regulations are permitted to be used in the Event.

Engines can be called in and inspected at any time by the Scrutineers or on the instructions of the Stewards.

#### 2.2.2 Engine electronic control units

Throughout the entire event, only the engine electronic control units sealed in accordance with Article 2.11.1 of these regulations are permitted to be used.

The engine electronic control unit including the complete wiring harness must be used without modifications. The Event Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the engine electronic control unit or record the engine characteristic data at any time during the event. The Event Organiser reserves the right to reprogram the engine electronic control units and to seal the plug-in connectors for reading the engine electronic control units at any time during an event. It is thus ensured that the status of the program and data is identical for all participating cars.

It is the Competitors responsibility to ensure that the engine electronic control unit is programmed and only used with the following software version: MS66\_PAG992\_GT3\_0203\_992GT3CUP\_klg9\_CC22.s19. The Event Organiser reserves the right to amend this program software requirement at any time during the Event.

#### 2.2.3 Exhaust system

The exhaust system, starting from the manifold, for the Michelin 992 Endurance Cup will be modified completely with the parts listed in the valid Spare Parts Catalogue for the respective car and model year to the version "exhaust system standard". For clarity, the car must be equipped with a catalytic converter as described in art. 1.7 of these regulations.



#### 2.2.4 Engine oil quick refill

The use of the optional “oil quick filling kit” as shown in the Spare Parts Catalogue is permitted, provided the mounting is fully compliant with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

The hole in the engine lid required to fit the quick oil fill must be fully covered by Polyurethane clear tape (such as Heli tape or similar).

#### 2.2.5 Engine Coolant

Two options of engine coolant are permitted:

- A mixture of 2 litres of corrosion inhibitor (available in the Spare Parts Catalogue) and 22 litres of distilled water.
- Water / Glysantin® G40® mix as described in the Technical Manual

The use of anti-freeze is prohibited.

### 2.3 Power transmission (gearbox/differential lock)

#### 2.3.1 General description

##### Gear ratios

|                    |                 |
|--------------------|-----------------|
| Ring & pinion gear | 15/23 i = 1.533 |
| Final drive        | 16/39 i = 2.438 |
| 1st gear           | 13/41 i = 3.154 |
| 2nd gear           | 17/40 i = 2.353 |
| 3rd gear           | 20/37 i = 1.850 |
| 4th gear           | 24/36 i = 1.500 |
| 5th gear           | 24/30 i = 1.250 |
| 6th gear           | 28/30 i = 1.071 |

- Six-speed sequential dog-type gearbox Sealed (for warranty purposes only)
- Internal pressure-oil lubrication with active oil cooling via oil-water heat exchanger
- Mechanical limited slip differential
- Three-plate sintered metal race clutch
- Paddle shift with electronic shift barrel actuator

#### 2.3.2 Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation (Appendix 8 of these regulations). The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see Spare Parts Catalogue).

#### 2.3.3 Transmission emergency function

If the transmission emergency function has been switched on, the car must immediately return to the pit lane. The car is not permitted to leave the pit lane again until this function has been deactivated.

### 2.4 Lubrication system

##### Lubricants

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during any event.

The addition of any additives or any chemical changes to the lubricants are prohibited.

##### Engine

Mobil 1 C40 GT 0W-40 or Mobil 1 ESP X3 0W-40 engine oil is compulsory.

##### Transmission

Mobilube 1 SHC 75W-90 transmission oil is compulsory.

## 2.5 Brakes

### 2.5.1 General description

- Two independent brake circuits incorporating front and rear axle brake pressure sensors
- Driver adjustable brake force distribution via brake balance system
- Racing brake pads
- Optimized brake ducts
- Ergonomic brake pedal positioning
- Derivative sensors & harness for retrofitting an ABS system

Only standard master brake cylinders are permitted for the 2 brake circuits on the

- Front axle (diameter: 19.1 mm) and
- Rear axle (diameter: 17.8 mm). Cars delivered with brake master cylinders of 15.9 mm diameter need a replacement of the brake master cylinders with 17.8mm diameter from the 2025 Spare Parts Catalogue.

Front axle:

- Aluminium 6-piston fixed calipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminium disc bells

It is permitted to remove the protective rubber cap of the brake callipers bleeder valves, though this is not recommended.

Rear axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminium disc bells

Pagid Racing will be the sole supplier of brake pads for the event:

- Front axle: RSL 1 (S8087L01001)
- Rear axle: RSL D1 (S1674LD1001 or S8312LD1001)

ABS and traction control system as listed in the Porsche Spare Parts Catalogue may be fitted and used.

## 2.6 Wheel suspension

- Forged control arms & top mounts: Stiffness optimized
- Heavy-duty spherical bearings with dust protection
- Wheel hubs with centre-lock wheel nut
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- Double-blade-type adjustable anti-roll bars
- Tyre pressure monitoring system

### 2.6.1 General description front axle

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electric power steering with manual function to ease car manoeuvring

### 2.6.2 General description rear axle

- Multi-link rear suspension, adjustable ride-height, camber and toe
- Motorsport driveshafts optimized for reliability and durability

### 2.6.3 Permitted adjustments

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible combined thickness of the camber spacer washers is:

- Front axle: 19.0 mm
- Rear axle: 13.0 mm

The non-removable spacer (part number 9F1.505.184) of the rear lower control arm will be included when determining the combined thickness of the camber spacer washers.

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by Stewards' Bulletin at any time before or during any event.

It is permitted to fix the camber shims in position with aluminium tape.

All bearing points of the front and rear control arms must be left in the position in which they are delivered. The adjustment of the excentre screw at the front upper control arm mounting bracket, within its specified setting range, is permitted.

#### **2.6.4 Anti-roll bars**

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed. Only the respective setting options given in the Technical Manual are permitted to be used.

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the Spare Parts Catalogue are permitted to be used to compensate for the axial clearance.

#### **2.6.5 Shock absorbers/springs**

Only the factory-installed type shock absorbers and springs in their original condition are permitted to be used. The original delivery condition of the bump stops must not be modified in any way.

### **2.7 Wheels (flange + rim) and tyres**

#### **2.7.1 General description**

Single-piece light-alloy rims according to Porsche specification and design with centre lock.

- Front axle 12J x 18 ET 23.5 mm
- Rear axle 13J x 18 ET 44.5 mm

#### **2.7.2 Wheels**

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original type of tyre pressure and temperature sensors. Only the use of valve caps mentioned in the respective Spare Parts Catalogue or valve caps supplied by the official tyre supplier are permitted and they must be fitted for all sessions during the event.

The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Wheel rims are not permitted to be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

#### **2.7.3 Tyres**

Only the version of Michelin tyres approved for the event with the following specification and supplied by the official supplier specified by the Promoter is permitted to be used for the duration of the Event.

##### **Slick tyres**

- Front: 30/65 R 18 Porsche Cup N3
- Rear: 31/71 R 18 Porsche Cup N3R

##### **Rain tyres**

- Front: 30/65 R 18 P2L
- Rear: 31/71 R 18 P2L

Dr. Ing. h.c. F. Porsche AG suggests that all Competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the official tyre supplier.

Should the tyre manufacturer prescribe a rotational direction for its tyres, then any departure from the manufacturer's prescription is prohibited.

#### **2.7.4 Tyre ordering**

The tyres for the relevant event must be ordered from the official tyre supplier at least ten working days before the start of the competition (Article 2.1.7.a of the FIA International Sporting Code refers) using the official order form.

#### **2.7.5 Tyre marking**

Throughout these regulations any reference to the marking of tyres includes the procedure of electronically scanning and recording the individual bar codes of tyres.

At the event, for the duration of Qualifying and the Race, a maximum number of ten sets of slick tyres (40 tyres) for the front axle and rear axle of each car can be marked by the Technical Scrutineers (a set of tyres is defined as two front and two rear tyres).

The point of time for tyre marking and release is published in the Internal Event Schedule (e.g. tyre marking slick tyres, tyre marking rain tyres, tyre pick-up).

There is no maximum number of sets of rain tyres for the event.

For the avoidance of doubt, slick tyres outside of the ten sets of slick tyres marked for Qualifying and the Race may be used during Free Practice and Night Practice.

#### **2.7.6 Tyre logs**

This article is not applicable.

#### **2.7.7 Free practice**

This article is not applicable.

#### **2.7.8 Qualifying and race**

Only the tyres marked for the relevant event are permitted to be used for the respective qualifying and race. Only correspondingly marked tyres are permitted to be taken into the pit lane for qualifying and the race of the respective event.

#### **2.7.9 Tyre damage**

If a marked tyre is damaged during qualifying or in a race, should the Competitor wish to change the tyre then he must notify the Race Director. The damaged tyre must remain in the team's pit box for the Technical Scrutineers. After approval from a Technical Scrutineer, the tyre can be removed from the pit box by the team. Damaged tyres can only be exchanged with the approval of the Technical Scrutineers. The Technical Scrutineers have the authority to declare damaged tyres as unsafe and insist that they are replaced.

#### **2.7.10 Treatment**

Any chemical, thermal, or mechanical treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted.

For the avoidance of doubt, the use of tyre warmers, ovens, and/or blankets, is allowed.

#### **2.7.11 RFID Tags**

All Cars must be fitted with RFID tags provided by Michelin. These RFID tags must be placed on each side of the car, at the same height as the centre of the wheels.

## 2.8 Bodywork and dimensions

### 2.8.1 General description

- Lightweight body featuring intelligent aluminium-steel composite design
- Integrated (welded) roll-cage in accordance with FIA regulations (permitted for co-Driver usage on circuit events)
- Front cover with integrated quick-release fasteners; cooler exit-air duct and central air intake for cockpit ventilation
- Removable rescue hatch in accordance with the latest FIA safety regulations
- Mounting points for lifting device
- Fenders with extensions
- Widened front bumper with spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations

#### Lightweight exterior:

- Carbon-fibre reinforced plastic doors with quick release push button
- Carbon-fibre reinforced plastic rear lid with integrated quick-release fasteners; removable
- Carbon-fibre reinforced plastic adjustable rear wing with 'swan neck' mounting (11 positions)
- Polycarbonate windows with hard coating
- Rear underbody panelling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

#### Modified 911 cockpit:

- Carbon-fibre reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight aligned towards Driver
- Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons
- Adjustable steering column with steering angle sensor
- Safety nets (centre and Driver's side) in accordance with latest FIA safety regulations
- Optimized cockpit ventilation featuring airflow directed at Driver
- Racing bucket seat in accordance with FIA Standard 8862/2009
  - Infinite longitudinal adjustment, two positions for height and inclination adjustment
  - Padding system in three sizes to adapt seat to individual Drivers
  - Preparation for seat ventilation
- Six-point racing safety harness
- FT3 safety fuel cell (approx. 110 litres) and dry break couplings for fuelling and draining using a fully enclosed system
- Fuel-Cut-Off safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the car
- Colours:
  - Body painted with water-based paint
  - Exterior: GT-silver-metallic (M7Z)
  - Interior: GT-silver-metallic (M7Z), without clear lacquer finish
  - Rims: Platinum semi-matt (0B5) Rear wing in naked carbon

Elastics may be installed only at the lower / hip belts with the sole purpose to aid the driver to fasten the seatbelts faster and must be used in a safe manner.

For clarity, modifications of and/or the addition of parts to the safety harness and/or the safety nets is not allowed.

### 2.8.2 Overall car dimensions and overhangs

The total length of the car is 4,585 mm (180.51 inch) +/- 15mm.

The track width of the front axle measured at the centre of wheel hub plugs is 1885 mm (74.21 inch) +/- 10mm.

The track width of the rear axle measured at the centre of wheel hub plugs is 1855 mm (73.03 inch) +/- 10mm.

The front overhang is 1,036.0 mm (40.79 inch) +/-15.0 mm, measured from the middle of the wheel of the front axle to the leading edge of the car (first point in the direction of the longitudinal axis, including front lip).

The rear overhang is 1,081.0 mm (42.56 inch) +/-15.0 mm, measured from the middle of the wheel of the rear axle to the rear edge of the car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

The wheelbase of the car is 2,468.0 mm (97.16 inch) +/-15.0 mm, measured at the centres of the wheel hubs.

### 2.8.3 External bodywork (including windows).

The delivery status of the bodywork must be preserved. For the purpose of driver ventilation, installation of air vents into the side windows is permitted.

A hole must be made in the hood for the purpose of refuelling so that the refuelling probe can be inserted into the refuelling inlet without opening the hood.

### 2.8.4 Windscreen

As a replacement to the original part, a heated windscreen as shown in the Spare Parts Catalogue is permitted. The heated windscreen is permitted to be connected to the electrical system of the car and the heating function is permitted to be used.

To protect the windscreen and as a safety measure, 'tear-off' screens are permitted to be attached to the windscreen. Fitting will be checked during technical scrutineering and must be removed where applicable on request of the Technical Scrutineers.

### 2.8.5 Side and rear windows

Transparent safety film may be installed to shield the side windows. In such cases it must be possible for a person situated 5 m from the car to see the driver as well as the contents of the car under all circumstances.

The rear side or quarter windows may be partly shielded.

The rear view must be guaranteed as a clear view. It may be tinted, covered with safety film, and/or partly shielded.

In all cases it must be possible for a person situated 5 m from the car to see the driver as well as the contents of the car through the rear side or quarter windows and the rear windows under all circumstances.

### 2.8.6 Cockpit

#### Seat

The adaption of the seat by the addition of original Sabelt seat padding shown in green and blue in Appendix 9 of these regulations is permitted.

Each padding shape may only be used in the specific and correct location and direction as shown in Appendix 9 of these regulations.

Additional padding at the head rest can only be added in accordance with the following conditions and subject to the Technical Scrutineers' approval:

- The foam used for the padding must be the same material as the one used on the head rest by the seat manufacturer.
- The padding must be properly fixed to the seat.

Any addition or removal of material below the surface shown in black is forbidden.

A foamed seat insert, according to Article 253-16 of Appendix J to the FIA International Sporting Code, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Technical Scrutineers.

The original seat mounting (seat rails and bracket) must be retained and must not be modified.

The provisions of Article 253 - 16 of Appendix J to the FIA International Sporting Code must be complied with at all times.

The weight of the foamed seat insert will be included in the weight of the car, not in the Driver's weight.

#### **Ventilation in the passenger compartment**

Apart from air vents in the side windows according to art. 2.8.3 of these regulations, only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permissible for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible.

#### **Safety nets**

Every car must be equipped with safety nets mounted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

#### **2.8.7 Additional roof hatch accessories**

The car has a roof hatch (to facilitate Driver extrication) which is connected to the roof via 7 liveness and which must be accessible at all times (no foiling or painting of live locks is permitted).

#### **2.8.8 Ground clearance of car**

The minimum ground clearance of the ready-to-drive car with tyres in compliance with Article 2.7 of these regulations, at 2.0 bar  $\pm$  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 event.

For the entire duration of the event the ground clearance of the front axle is to be a minimum of 72.0 mm and the clearance at the rear axle a minimum of 106.0 mm. The measuring points (see Appendix 5 of these regulations) at the front axle are the mounting bolts of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is permitted to be changed within the existing adjustment range.

The minimum ground clearance for the front axle, as specified above, must be achieved with the reinforcement sleeves 9F1.407.371 fitted on the subframe, as well as undamaged and unmodified mounting bolts (part number WHT.008.757). The height of an undamaged and unmodified mounting bolt head will be defined as 11.8mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.8mm, the difference will be taken into account.

#### **2.8.9 Measuring location and method**

The minimum ground clearance is checked using an appropriate height gauge for the axle to be measured in each case. The measurement is checked with the ready-to-drive car standing on the measuring plate. If the measuring gauges can be correctly accessed under the measuring points described above, the requirement to comply with the minimum ride height is satisfied.

The Technical Scrutineers may at any time at their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective competition number and used during the session that the check is performed during or after. The Technical Scrutineers may also use instruments such as calipers or depth gauges to determine the car's ground clearance.

#### **2.8.10 Failure to reach minimum ground clearance**

See article 22.9 of the Sporting Regulations.

### **2.9 Aerodynamic devices**

The original position of the wing section is permitted to be changed within the specified scope for adjustment provided by the Technical Manual.

It is permitted to tape over the full area of the headlight lenses with transparent Polyurethane tape (such as Heli tape or similar).



Taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted, with the exceptions of taping over the slots between the fuel filler door and the surrounding front fender, and the gap between the hood and the front bumper covering.

The use of the front air scoop (part numbers 9F1.407.811 and 9F1.407.812) is mandatory for each event.

It is permitted to install the below aerodynamic devices:

- 9F1805985 (Air Duct Element Covering, Front)
- 9F1805986 (Air Duct Element Covering, Front)

Any alteration or amendment outside the above set parameters will render the car non-compliant with the Technical Regulations and may be subject to penalties from the Race Director or Stewards.

## 2.10 Electrical equipment

### General description

- 10.3" Porsche colour display Porsche logger
- Porsche power box
- Fire extinguisher system (extinguishing agent: NOVEC gas)
- Lightweight 12 V, 60 Ah battery (LiFePO4) leak-proof, installed in co-Driver's footwell
- Digital touch panel with multi-colour backlight
- 175 A alternator
- Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
- Three additional centre console switches for additional power consumers
- Data connection (data logger, video system)

### LED Lighting system

- Main headlights
- Daytime running lights
- Taillights
- Rain light in compliance with FIA homologation regulation

The usage of the following electrical equipment from the Dr. Ing. h.c. F. Porsche AG- and Manthey Spare Parts Catalogues is mandatory:

- AS SENSOR GPS

In addition to the lighting system as described above, the below lighting system is permitted:

MT000403A (24H Night Face), with a permitted upgrade of 2 x MT000430A.

Alternatively, the mounting of two additional headlights is allowed.

Additional headlights must be fitted in the front bumper or in the radiator grille, and openings as needed for this purpose must be completely filled by the headlights. A single LED unit with a maximum surface area of 170 cm<sup>2</sup> is considered as one headlight. Additional headlights must be installed symmetrically as a pair. If the headlights are positioned in the centre line of the car, a single (LED) unit with double surface area is permitted.

The additional headlights must be installed in such manner that other competitors are not obstructed or blinded. If, at discretion of Technical Scrutineering, any car might obstruct or blind another competitor, Technical Scrutineering may decide and instruct a competitor to adjust or remove the additional headlights or to tape over the additional headlights.

Additionally, it is permitted to install signal lights at the front of the car, at a maximum height of the windshield, with the purpose of aiding recognition of the car by the team. Technical Scrutineering may decide and instruct a competitor to adjust or remove the signal headlights.

Red and/or orange coloured lighting at the front of the car is not permitted.

During any period when the use of lights is required, the Race Director may in consultation with the Chief Scrutineer require repairs to the lighting system to be made according to the following principles:

- |                                                |                                     |
|------------------------------------------------|-------------------------------------|
| • One front headlight not functioning          | To be repaired at next pit stop     |
| • Both front headlights not functioning        | To be repaired immediately          |
| • One rear light not functioning               | To be repaired at next pit stop     |
| • Both rear lights not functioning             | To be repaired immediately          |
| • One brake light not functioning              | To be repaired at the next pit stop |
| • Both brake lights not functioning            | To be repaired immediately          |
| • Rain light not functioning in wet conditions | To be repaired immediately          |
| • Rain light functioning but not flashing      | To be repaired at next pit stop     |

Optionally, the usage of the following electrical equipment from the Dr. Ing. h.c. F. Porsche AG and Manthey Spare Parts Catalogues is permitted:

- Z HARNESS USB
- MTH000116A – AS Charging cable (installation according to latest mounting instructions)
- MT001179A - AS USB Memory holder

It is not permitted at any time for any Competitor, with any equipment, to read any sensors which are not allocated to the Competitor's own team. Any Competitor breaching this regulation may be disqualified from the relevant session or race.

#### **2.10.1 Data transfer**

Data transmission from car to pits is permitted.

Data transmission from pits to car is not permitted, with the exception of normal two-way radio communication or text message to the driver.

#### **2.10.2 Radio system**

When mounting fixed speakers in the Driver's helmet, the FIA helmet regulations must be strictly observed.

In the case of any ambiguity, the Driver/ Competitor must produce proof that the components used are suitable for use in the car (fire prevention, etc.).

#### **2.10.3 Data recording**

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the car's chassis number and must not be exchanged. Only the setups approved by Dr. Ing. h.c. F. Porsche AG are permitted to be used for the duration of the event.

Only the onboard COSWORTH GPS antenna is to be used to create lap times in the recorded data. The GPS track must be set to "AUTO MODE" in the data recorders properties.

All recorded data relating to the competition must be made available to the Technical Scrutineers and/or the Event Organiser including service providers. Teams must use 2 x 9F0054911A (Speicher RLU Rugged USB / Memory RLU Rugged USB), labelled with the start number of the Car. Alternatively, Teams may also use Genioma kit with part number G-RLU-A, with 2 USB storage devices labelled with the start number of the Car. The USB storage devices must be formatted by the Team as RLU device using the Pi Cosworth Toolset. Please note that, according to art. 22.1 of the Sporting Regulations, both USB devices must be presented during scrutineering.

Any additional electrical connection to the car's wiring harness is not permitted. Installations set up by the Event Organiser are exceptions to this rule.

Where the Event Organiser requires an additional part or system to be fitted for development purposes, the Competitor is not permitted to access any of the associated data unless specific agreement is given in writing (text form sufficient) by the Event Organiser.

#### **2.10.4 Timing Transponder**

Only the transponders specified in these regulations are allowed to be used throughout the entire competition:

- MYLAPS CAR DP-I transponder (previously the TranX260 DP-i transponder).
- MYLAPS X2 transponder.

Above transponders must be used in combination with a driver-ID switch.

The timing transponder must be mounted as shown in Appendix 3 of these regulations.

#### **2.10.5 Cameras**

Onboard cameras must be mounted according to FIA App J Art 253-2:

- Cameras must not protrude beyond the surface of the bodywork
- In the cockpit, cameras (including their mountings) are forbidden between the vertical transverse plane through the rearmost point of the dashboard and the vertical transverse plane of the centreline of the driver/co-driver's seats.
- Mounting must only be done by screwing, metal screw clamp, express clamp, or metal inserts.
- Mountings must be able to withstand a minimum deceleration of 30 g.
- Cameras must be installed before Technical Scrutineering.
- Cameras must not hinder the driver's visibility, exit, or extrication in case of emergency.

#### **2.10.6 LUMIRANK and STS Driver Information Display**

##### **2.10.6.1 LUMIRANK display**

Each Car must be fitted with a LUMIRANK display. The display and corresponding mounting instructions are provided by the Promoter and must be followed. The rental of the LUMIRANK display is included in the entry fee, and a deposit must be paid. Any damage or required cleaning of the LUMIRANK display must be covered by the competitor.

During official sessions, the LUMIRANK display will show the car's current overall position. The promoter reserves the right to use the LUMIRANK display for further purposes.

Any information shown on the display during the event, is for informational purposes only.

The LUMIRANK display must be powered by the car's own 12V power supply and must be connected so that power supply to the display is ensured when the engine is switched off.

The LUMIRANK display must be mounted in the top passenger side corner of the front windshield and may not be covered by any windshield streamers.

The LUMIRANK display and corresponding systems must be installed and operational prior to the car being presented at scrutineering.

##### **2.10.6.2 LUMIRANK refuelling timer**

Each car must be fitted with a LUMIRANK refuelling timer. The system and corresponding mounting instructions are provided by the Promoter and must be followed. The rental of the LUMIRANK refuelling timer is included in the entry fee, and a deposit must be paid. Any damage or required cleaning of the LUMIRANK refuelling timer must be covered by the competitor.

The activation button must be located in the rear side window next to the air jack connection point.

The LUMIRANK refuelling timer is used by the Competitor to manage the minimum refuelling time during the race.

The LUMIRANK refuelling timer and corresponding systems must be installed and operational prior to the car being presented at scrutineering.

### 2.10.6.3 STS Driver Information Display

Each car must be fitted with an STS Driver Information Display (STS DID). The display and corresponding mounting instructions are provided by the Promoter and must be followed. The rental of the STS DID is included in the entry fee, and a deposit must be paid. Any damage or required cleaning of the STS DID must be covered by the competitor.

During official sessions, the STS DID will show race related information to the driver inside the car. This includes track status, flag signals, timing information, refuelling timer countdown, and messages from the Race Director. The Promoter reserves the right to use the STS DID for further purposes.

The STS DID must be powered by the car's own 12V power supply and must be connected so that power supply to the STS DID is ensured when the engine is switched off.

The STS DID must be mounted on the dashboard inside the Car, in the driver's view.

Any information shown on the display during the event, is for informational purposes only.

The STS DID and corresponding systems must be installed and operational prior to the car being presented at scrutineering.

### 2.10.7 MyLaps X2 Racelink

Each car must be fitted with a MyLaps X2 RaceLink system. Both "Club" and "Pro" versions are permitted. The system can be purchased at the Official Timekeeper or the supplier (SAS).

The MyLaps X2 RaceLink system must be installed according to the mounting instructions provided by the Promoter. The system must be used together with the official MyLaps RF antenna and GPS antenna. Both antennas must be placed on the roof of the car, according to Appendix 1 to these regulations.

The MyLaps X2 RaceLink system is used to receive the live GPS position of each car and is able to transmit data to the car. Only the Race Director or their deputy are allowed to use the system to send data to the Car. The system may also be used to monitor the live speed of each car.

The MyLaps X2 RaceLink and corresponding systems must be installed and operational prior to the car being presented at scrutineering.

## 2.11 Miscellaneous

### 2.11.1 Seals

Engines and ECUs are sealed at the official premises of Dr. Ing. h.c. F. Porsche AG or its nominated representatives prior to delivery. A car with an unsealed engine or ECU or with a damaged seal is not permitted to participate in the Event under any circumstances.

The following seals are affixed at the works:

Engine

- Valve cover, left (1x) Valve cover, right (1x)
- Oil pump bottom (1x)
- Side throttle body left (1x), Side throttle body right (1x)

Engine control unit

- Connector for control unit wiring harness (2x)

Any work on the engine that requires the seal to be opened is only permitted to be undertaken at the official premises of Dr. Ing. h.c. F. Porsche AG or its nominated representatives. Before the engines are delivered and refitted, a new seal shall be affixed at the official premises of Dr. Ing. h.c. F. Porsche AG or its nominated representatives.

If seals and marks are applied to the car by the Technical Scrutineers or Dr. Ing. h.c. F. Porsche AG, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the car may be disqualified from the event.

If any of the seals on the engine control unit are opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without the Competitor being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing (text form sufficient) no later than one hour after closure of the “Parc Fermé”.

#### **2.11.2 Electronic car configuration**

Throughout the event, the car must be run with the latest logger and power box setup shown in PMRSI.

#### **2.11.3 Additional fication rear brake air duct**

It is permitted to secure the two halves of the air duct element (part numbers 9F1.615.457, 9F1.615.458, 9F1.615.447 and 9F1.615.448), using a maximum of 3 cable ties around each element, to prevent their separation.

#### **2.11.4 On-board marshalling systems**

On written (text form sufficient) request by the Competitor, the Event Organiser may authorise that the antenna, GPS receiver, wiring and display of the marshalling system of any national Porsche One Make Series can be carried in the car, providing it is completely electrically disconnected from the car and does not interfere with or alter any function of the car. The installation of that separate system must be approved by the Technical Scrutineers. The Event Organiser may withdraw such authorisation at any time during an event.

#### **2.11.5 Interior lighting**

The following Manthey parts may be used for interior lighting:

- MT000977A (992 GT3 Cup 24H Interior Lighting)
- MT000906A (24H Interior Labelling for UV Light)

#### **2.11.6 Electrical drink system**

For the purpose of driver hydration, it is permitted to install:

- a water bottle/container into the cockpit;
- an electrical pump to pump water to the driver;
- systems to (re)fill the bottle from outside the car.

Mountings must be able to withstand a minimum deceleration of 30 g.

#### **2.11.7 Illuminated number panels**

The competition numbers on each door must be affixed to illuminated background number panels. These illuminated number panels can be purchased at the Promoter.

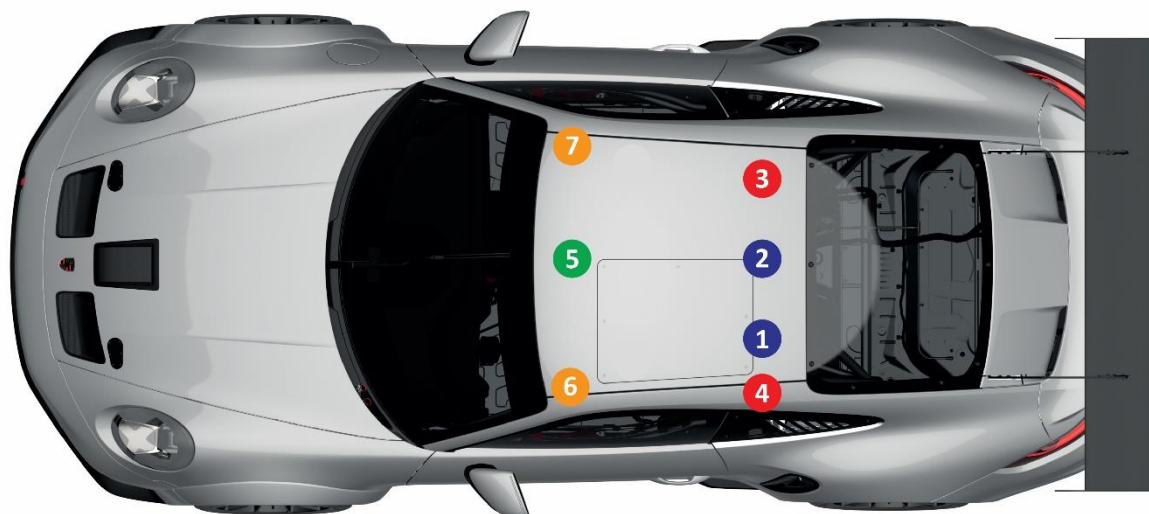
#### **2.11.8 Air conditioning**

An air conditioning system with part nr. MT002095A is permitted.

The system must be used together with a helmet and clothing homologated for use with such a system. The competition seat must remain according to its homologation.

## Appendix 1 – Antenna mounting locations

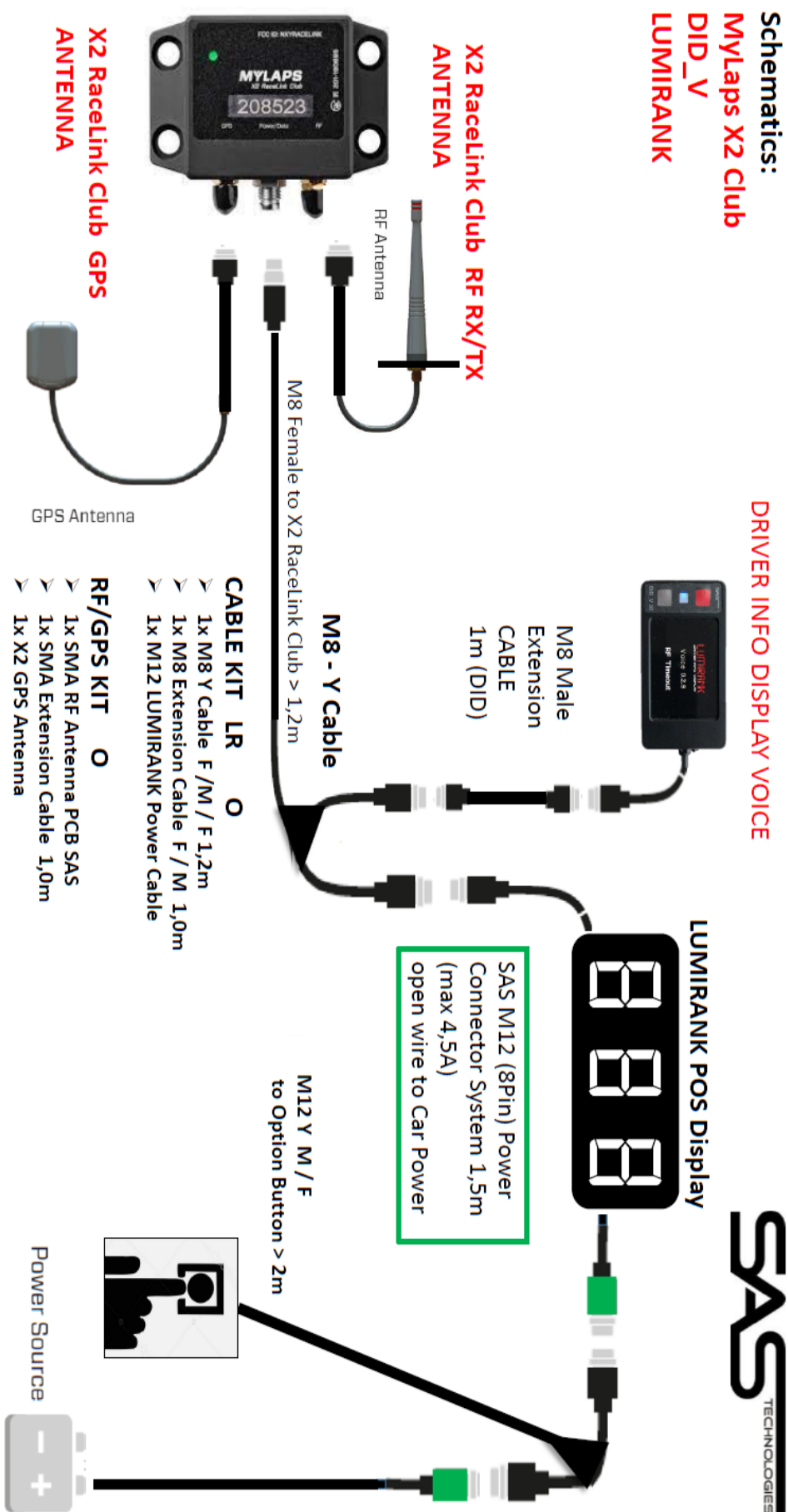
V1 23-05-2024



- |   |                                   |       |                                            |
|---|-----------------------------------|-------|--------------------------------------------|
| 1 | Porsche GPS Antenna               | 6 + 7 | Available spot for other telemetry Antenna |
| 2 | Radio Antenna                     |       |                                            |
| 3 | X2 Racelink Club RF RX/TX Antenna |       |                                            |
| 4 | X2 Racelink GPS Antenna           |       |                                            |
| 5 | Onboard Camera Antenna            |       |                                            |

Part 1-2-3 are mandatory to be mounted via a hole through the roof of the car.

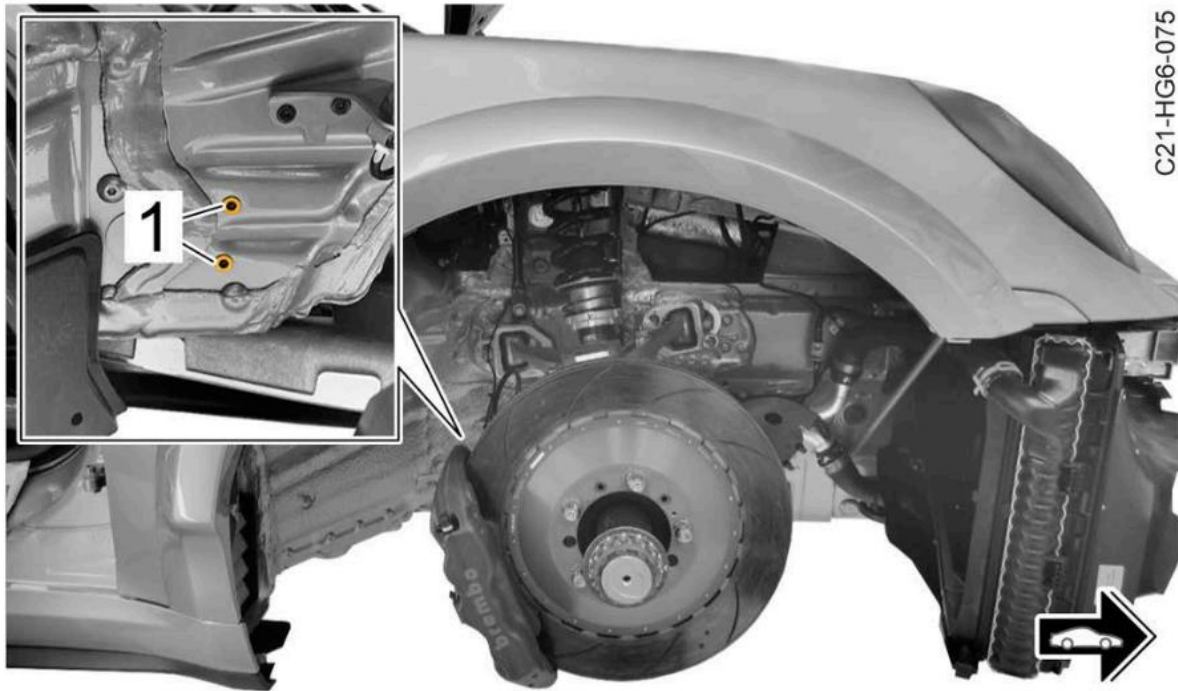
## Appendix 2 – LUMIRANK schematics





## Appendix 3 – Transponder mounting location

There are two screw-in points **[1]** with a screw-in thread in the wheel housing on the right hand side for attaching the transponder.



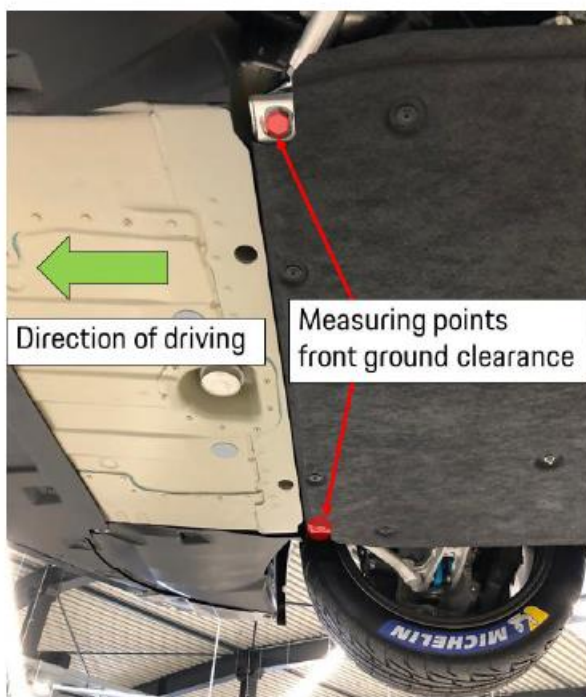
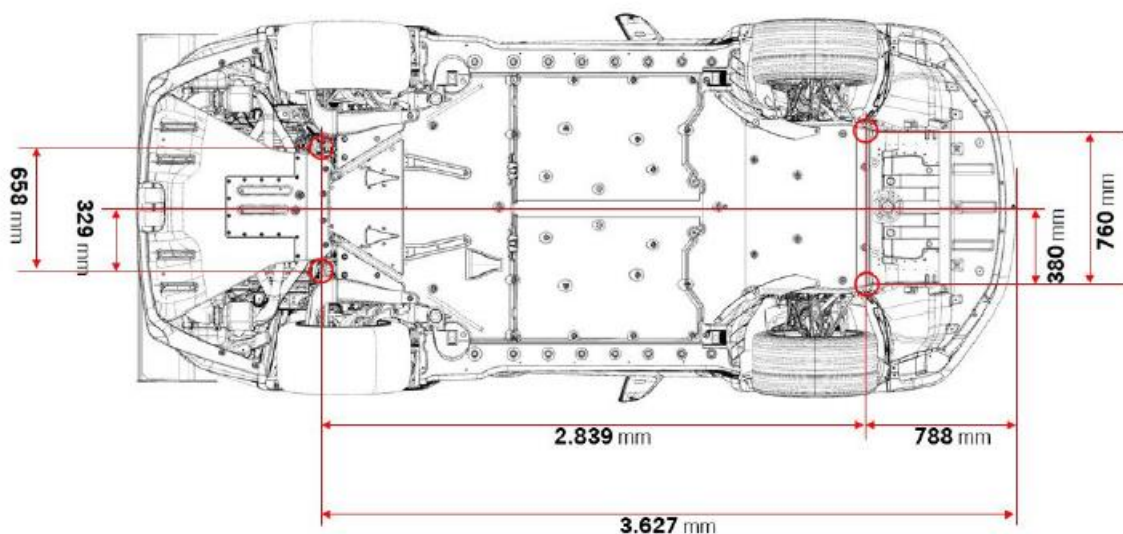
## Appendix 4 – Branding requirements - example

|  <b>COMPULSORY STICKERS</b> |                                                                                      |
|----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| <b>1</b>                                                                                                       | Door Panels - 49x37 cm<br>To be displayed on each side of the car                    |
| <b>2</b>                                                                                                       | Porsche front windshield banner                                                      |
| <b>3</b>                                                                                                       | Creventic rear windshield banner                                                     |
| <b>4</b>                                                                                                       | Class sticker - 20x5,7 cm<br>To be placed on the rear number plate                   |
| <b>5</b>                                                                                                       | Michelin<br>To be placed on the front number plate and 2x corner backside of the car |
| <b>6</b>                                                                                                       | PAGID Racing wing plate<br>PAGID Racing sticker to be placed on each car side wing   |
| <b>7</b>                                                                                                       | CASELINER Mudguard left front - 40x10cm<br>May not be placed on horizontal surfaces  |
| <b>8</b>                                                                                                       | NIOLAJET Mudguard right front - 40x10cm<br>May not be placed on horizontal surfaces  |
| <b>9</b>                                                                                                       | HRX Mudguard right rear - 40x10cm<br>May not be placed on horizontal surfaces        |
| <b>10</b>                                                                                                      | Akrolegis mudguard left rear 40x10cm<br>May not be placed on horizontal surfaces     |



## Appendix 5 – Ground clearance measuring points

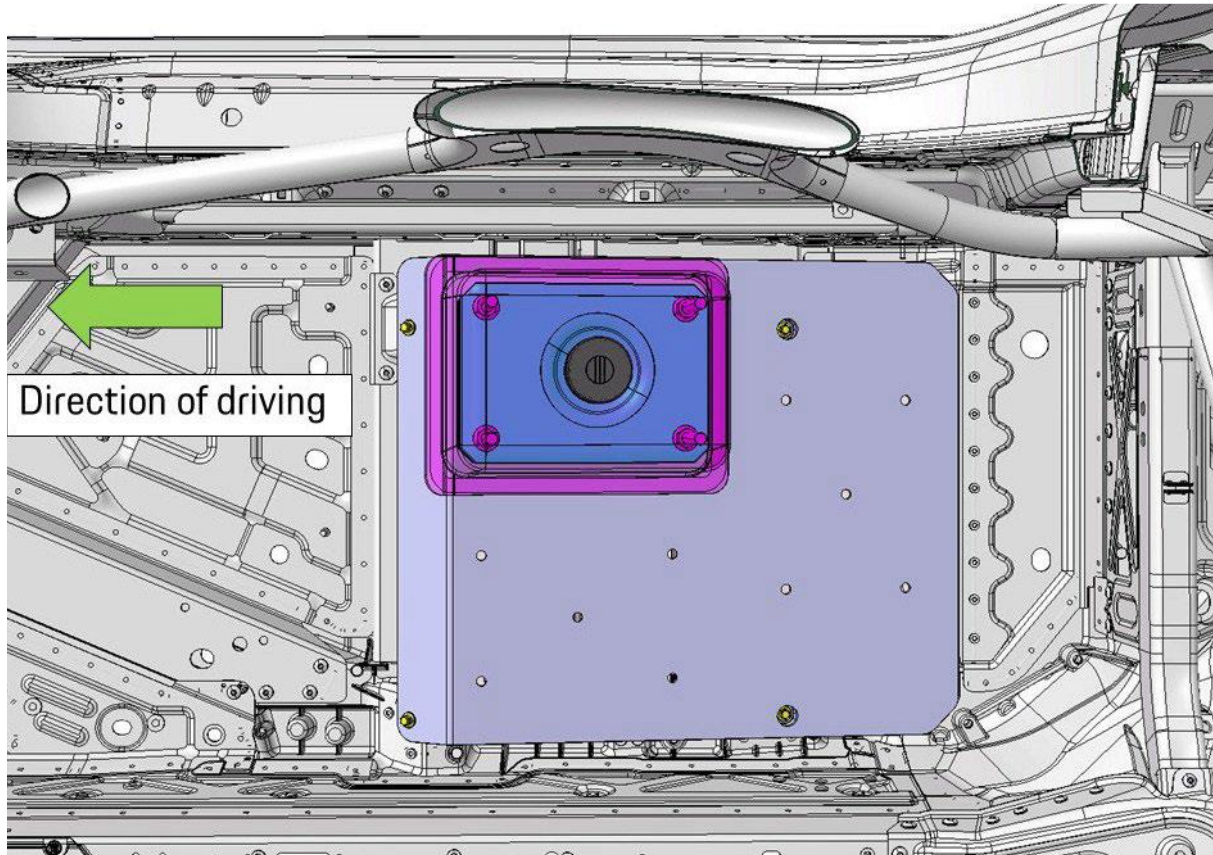
Ground clearance measuring positions:





## Appendix 6 – Ballast weights

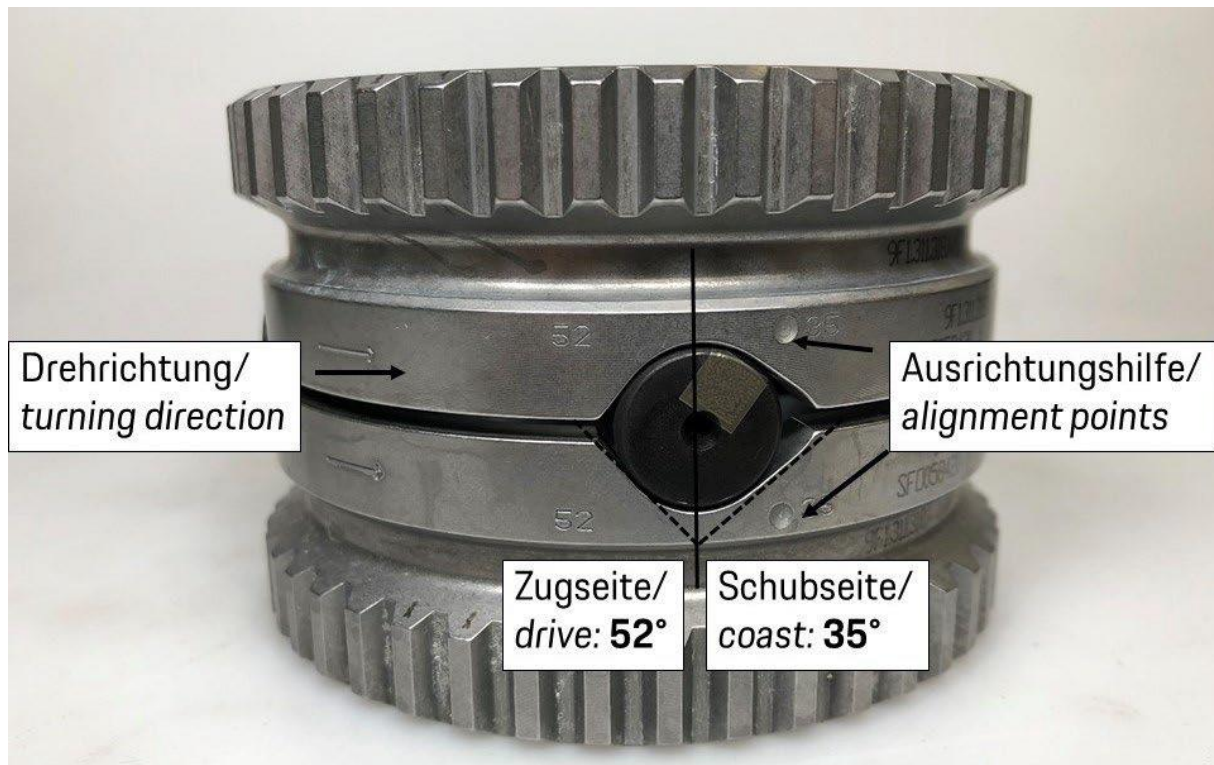
Ballast position on the front right side of the ballast plate mounted on the passenger seat mounting points.



## Appendix 7 – Alternative part number reference table

| Part                               | Number     | Alternative number (previous model) |
|------------------------------------|------------|-------------------------------------|
| Auxiliary weight<br>2kg/6mm        | 9F1801141  | 99150484800                         |
| Auxiliary weight<br>3,5kg/10mm     | 9F1801141A | 99150484801                         |
| Auxiliary weight big<br>6,8kg/20mm | 9F1801141B | 99150484802                         |
| Covering auxiliary weight          | 9F1801575  | 9915048659B                         |
| Knurled nut covering               | WHS001903  | 9915048529B                         |
| Wheel nut left                     | 9F1412157  | 9973313079A                         |
| Wheel nut right                    | 9F1412158  | 9973313089A                         |

## Appendix 8 – Differential ramp angles



## Appendix 9 – Seat padding

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