GT3 Cup Challenge Benelux
Technical Regulations 2017

Foreword:
The GT3 Cup Challenge Benelux is meant for Porsche Cup car models built in the years specified and cars need to be in the specification such as they left the Porsche factory, except when this is clearly allowed by these Regulations.
If at any time a team is in doubt about their cars legality, either because of after-market modifications made to the car in its history or because they have fitted original Porsche cup parts sold some time after the production of their specific car then they are encouraged to have the car checked by the GT3 Cup Challenge Benelux Technical Manager before the start of the season.

These regulations are approved by KNAF under permitnumber: 0300.16.256

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1. Technical Rules Porsche 991 GT3 Cup MY 2013-2016

1.1 Overview of the participating groups/classes

As specified in the sporting regulations

1.2 Basis of the technical rules

• Articles 251-253 of Attachment J (International Sporting Code of the FIA)
• General provisions, definitions and clarifications regarding the Technical Rules (KNAF)
• These Technical Rules

1.3 General/preamble

With the exception of the changes and/or deviations expressly listed in these rules, all additional measures shall be prohibited, unless the series organiser issues provisions
(in consultation with the KNAF) which allow or require further changes or deviations. Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

1.4 Driver`s equipment

1.4.1 Drivers must wear the following items:

• Overalls in accordance with FIA Standard 8856-2000
• Underwear (with long arms and legs) in accordance with FIA Standard 8856-2000
• Balaclava in accordance with FIA Standard 8856-2000
• Socks and shoes in accordance with FIA Standard 8856-2000
• Gloves in accordance with FIA Standard 8856-2000
• Helmet including HANS clips in accordance with FIA regulations (Attachment L to the International Sporting Code) must be worn at all times during practice, qualifying and races.

1.4.2 Head and Neck Restraint System (HANS or comparable system)

The use of an FIA approved Head and Neck Restraint System (HANS) in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship. Responsibility for the necessary modifications to the driver's equipment in order to enable use of the HANS system and installation of same in the vehicle lies solely with the participant. The respective certificate of the manufacturer is to be presented at the technical inspection.

1.4.3 Drinking System

A drinking system without electrical pump may be used. Prior to use it has to be approved by Technical Scrutineering and the organiser.

1.5 General regulations

Permitted modifications and built-in components

Work may be carried out within the normal scope of vehicle maintenance or for the purpose of replacing parts damaged as a result of wear or accidents.
Modifications and built-in components are only allowed within the scope defined below. Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts which are dedicated to the Porsche 911 GT3 Cup type 991 MY 2016
The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is prohibited. In isolated cases, such components may be authorised in writing by the series organiser. Standard fastening components on the complete vehicle, such as nuts, bolts, washers, spring rings, spring washers, split pins, may only be replaced by genuine Porsche parts. In the case of threads, the thread type, size and pitch (e.g. M8x1.25) are to be retained.

1.6 Minimum weights and ballast

At no time during an event is the weight of a vehicle allowed to be less than the mandatory minimum weight.
The minimum weight of the vehicle including the driver weight and the residual amount of fuel is 1305 kg. The minimum weight must also be observed when the levels of operating liquids are under minimum level.

The Technical Scrutineers specify a weigh scale for the checking of the minimum weight. It is referred to here as the “official scale”. The official scale is located in the technical scrutineering tent or in a respective pit. This is also the weighing area.

The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger’s seat in accordance with the illustration in Attachment 6. The components of the ballast weights are identified by spare part numbers.

1.6.1 Minimum vehicle weight

The minimum weight of the vehicles is 1225 kg and consists of:
- the weight of the vehicle;
- the weight of the inboard camera;
- the installed additional weights.

1.6.2 Minimum driver weight

The minimum weight of the driver is 80 kg and consists of:
- the driver;
- the personal equipment of the driver as it is in the vehicle at the time when the weighing is ordered;
- the driver equalisation weight if applicable.

If the actual weight of the driver is less than 80 kg, the equalisation weight to 80 kg exclusively in the form of original Porsche ballast plates (part numbers: 997.504.848.00/97.504.848.01/997.504.848.02) must be fixed on the passenger side in the defined location. It is the driver’s responsibility to ensure that the sum of the installed equalisation weight plus his/her actual weight (including the parts of his/her personal equipment in the vehicle at the time of the order to weigh the vehicle) is at least 80 kg.

1.6.3 Separate/combined weighing of vehicle and driver

The Technical Scrutineers may decide to weigh the vehicle and driver separately or in combination. If the vehicle is weighted separately the minimum weight of the vehicle without fuel is 1225kg. If the vehicle and the driver are weighed in combination, the minimum weight shall be the particular sum total of the aforementioned minimum weights. The tolerance of the total weight is 2kg.

1.6.4 Weight changes during qualifying and race

During the qualifying practice, the weight of the vehicle is only allowed to be altered by:
- Changing from slick tyres to wet tyres or vice versa;
- Consumption of consumable materials and fluids.

During a race, the weight of the vehicle is only allowed 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 postrace technical scrutineering under no circumstances is weight allowed to be added to the vehicle or the driver.

1.6.5 Verification of the minimum weights by the participants on the official scale

Participants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale in agreement with the Technical Scrutineers.

1.6.6 Personal protective driver equipment during weighing

During the weigh-in, each driver must wear his/her complete driver apparel, plus the mandatory head restraint system.

1.6.7 Weighing of vehicles

The weighing procedure of vehicles and drivers is conducted in accordance with the current KNAF policy for the weighing of vehicles.

1.6.8 The vehicles are weighed as follows:

• Weighing of vehicles is carried out regularly on the official scale
• During the free practice and qualifying practice, weighing can also be done on the scale of the meeting organiser, located in the scrutineering area. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the organiser's scale indicates that the vehicle in question might be found underweight on the official scale, this vehicle, the driver and his/her protective equipment must again be weighed on the official scale.
• Only the result of this weighing is to be taken into consideration and is binding
• If a driver is given the signal that his/her vehicle has been selected for weighing, he/she must take the shortest route possible to the weighing area and turn off the engine
• The vehicle will be weighed together with the driver. The driver or a team member will receive written confirmation of the measured vehicle weight. During weighing the driver is not allowed to move in any way as to influence the weighing result

If a vehicle cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Scrutineers can assign other persons for this purpose.

1.6.9 Weight below the set minimum

If the vehicle weight is below the set minimum, the same procedure will be done immediately a 2nd and a 3th time on the same scale. The highest result of the three will be the final weight of the vehicle and driver. A tolerance of 2 kg will be taken in account on the total weight of vehicle and driver.

1.6.10 Leaving the weighing area

Without the consent of the Technical Scrutineers, the driver is not permitted to leave the weighing area and the vehicle is not allowed to be removed.

1.6.11 Weighing after breakdown and vehicle remaining on circuit during qualifying and race

If a vehicle breaks down during the qualifying session or the race and the driver leaves his/her vehicle, he/she must go directly to the weighing area to determine his/her weight.

1.6.12 Determining the driver weights

After qualifying and race, all drivers must go immediately and on a direct route from the Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers who go to the podium are allowed to be weighed on the meeting organiser's scale. Any differences are taken into account. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards of the Meeting. The Stewards of the Meeting will take the final decision regarding a punishment. The drivers will be weighed individually. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers.

1.6.13 Determining the total weight of the driver and vehicle

The vehicle is weighed without driver during technical scrutineering. The total weight results from the addition of driver weight and vehicle weight (including driver equalisation weight). If during the weighing procedure the vehicle is found to be lighter than the currently applicable minimum weight for this vehicle, the vehicle without the driver will immediately be weighed for a second and third time on the same scale and in the same condition. The maximum value of these 3 weigh-ins is regarded as the actual weight of the vehicle. A tolerance of 2 kg will be taken in account on the total weight of vehicle and driver.

1.6.14 Replacement and loss of vehicle parts

All parts that were replaced during the Q and R must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the vehicle will be marked by the Technical Scrutineers if necessary and are not allowed to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering tent in sight of the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts.

1.6.15 Parc Fermé rules for vehicle weighing

Vehicles that have been specified for weighing are subject to Parc Fermé Regulations. It is forbidden to add or remove any substance to/from the vehicle 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.

Falling below the minimum weight during the qualifying session will be penalised with the cancellation of the time achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid. Falling below the minimum weight in the race will result in exclusion from the points classification for the race.

It is the entrant's responsibility to ensure that the race vehicle entered by him/her 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 vehicle from the moment of the order until the termination of the weighing process.

Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the vehicle are those expressly permitted by the aforementioned persons. If a vehicle is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

1.7 Sealing the equalization weight

The equalization weight mounded on the passenger side of the vehicle will be sealed by the Technical Scrutineers. No a single vehicle can start with damaged seals. If the seals are damaged during a sessions the competitor needs to inform the Technical Scrutineers immediately. If a seal is damaged, at least one member of the Technical Scrutineers need to be informed immediately after discovering the damaged seal. If a seal need to be removed to do repair work, at least one member of the Technical Scrutineers need to be informed before removing the seal.

1.8 Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (with the driver in the vehicle and slick tyres, at 2.0 bar ±0.1 bar air pressure, fuel surplus from Qualifying or Race) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the GT3 Cup Challenge Benelux event. The ground clearance of the car will be measured with the amount of surplus fuel which it finished the qualifying or race with. This means it's forbidden to defuel the car before a ground clearance measuring.

For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 78 mm and the clearance at the rear axle a minimum of 100 mm. The measuring points (see Attachment 4) at the front axle are the mounting bolts (M12x105) 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 allowed to be changed within the existing adjustment range.

Applicable to MY 2013 vehicles: For the purpose of setting the measuring point on the front axle, the washer with part number 991.341.641.8A of exactly 10 mm thick must be removed at the measuring points. The previously used bolts for securing the front axle carrier (height measuring point) must be replaced with bolts with the part number 999.072.864.01 (M12x105). This results in the minimum ground clearance at the front axle of 78 mm.

1.8.1 Measuring method

The minimum ground clearance of the ready-to-drive vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive vehicle incl. the driver on board, standing on the measuring plate. If the measuring gauges can be accessed under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the technical scrutineers. Verification of the vehicle ride height can also be done with Porsche AG measuring wheels. The Technical Scrutineers can also use instruments like a callipers or a depth gauge to determine the vehicle height instead of a gauge.

1.8.2 Measurement location

The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers. A check can also be made in the pit lane for the duration of the qualifying session.

1.8.3 Failure to reach minimum height

Failure to reach the minimum height during the qualifying session will be penalised with the cancellation of the time achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid. Failure to reach the minimum height in the race will result in exclusion from the points classification for the race.

1.9 Engine capacity factor for turbocharged engines

Not applicable.

1.10 Emissions regulations

The current FIA emissions regulations are to be observed. The vehicles must be equipped with a catalytic converter in accordance with the FIA exhaust gas specifications.

1.11 Noise regulations

The noise generated by the car must not exceed 105 dB (A) at 3800 rpm, or at three-quarter maximum revs if this is less. This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

1.12 Advertising regulations and starting numbers on the vehicle

As specified in the sporting regulations

All mandatory stickers are provided by the GT3 Cup Challenge Benelux, including driver names. Only this version of the mandatory stickers are allowed, copies of the mandatory stickers will be refused. It is forbidden to cut or to modify the dimensions of the received mandatory stickers. For example the start number background can’t be partly placed on the door, partly on the wing and cut in two. It’s allowed to modify the dimensions of the Porsche window banner to avoid an overlay of the A-pillar and roof.

1.13 Safety equipment

The vehicles must use the following safety equipment. Group N safety regulations apply. Exception: Article 253, Point 11, “Door retaining nets recommended”. Unless indicated to the contrary, the articles stated refer to the current Attachment J to the FIA’s International Sporting Code.

1.13.1 Fire extinguisher

As standard, a fire extinguishing system is to be installed which satisfies the regulations in Attachment J (FIA’s International Sporting Code), Art. 253, point 7.2. The fire extinguishing system and the installation position specified by the factory must not be changed.

1.13.2 Towing lugs

The towing lugs delivered with the vehicle in accordance with DMSB regulations (FIA manual, blue part) must be properly fitted for the duration of the event and marked in yellow, red or orange.

1.13.3 Seat

Standard seat with FIA homologation in accordance with FIA Standard 8862-2009.

1.13.4 Safety belts

An FIA-homologated 6-point seat belt complying with FIA 8862/2009 manufactured by SCHROTH, is to be used. The Head and Neck Restraint System, used in accordance with point 4.4 of these requirements, must be compatible with the seat belt. Elastic cords attached to the shoulder straps are forbidden.

1.13.5 Circuit breaker

A circuit breaker in accordance with Attachment J (FIA’s International Sporting Code), Art. 253, point 13, is to be used.

1.14 Fuel

The allowed fuel and supplier for an event will be communicated in the Supplementary Regulations of the event. This fuel will always be standard commercial unleaded fuel (minimum 98 ROZ Super Plus) in accordance with Attachment J (FIA’s International Sporting Code), Art. 252, point 9, which corresponds to DIN EN 228
All additives are prohibited. All chemical or thermal changes to the fuel are forbidden.

1.15 Definitions

In addition to the definitions in the “General regulations, definitions and clarifications regarding the Technical Rules” the definitions set out in Attachment J (FIA’s International Sporting Code), Art. 251 shall apply.

1.16 Pré-Event Scrutineering, Scrutineering and Parc Fermé rules

1.16.1 General

Before the start of each event a Pré Event Scrutineering time table will be made up. It's the competitors responsibility to attend the scrutineering in time, at least 15 minutes in advance. If the competitor can't attend in time, the Technical Manager of the PGT3CCB and/or Official Scrutineer of the RACB must be informed before the start of the Pré Event Scrutineering session. If this isn't the case a sanction will be decided by the Steward of the meeting.

Per car only 2 mechanics, 1 team manager and the driver of the car are allowed in the scrutineering bay. All persons whose car isn't scrutineered at the moment aren't allowed in the scrutineering bay.

The GT3 Cup car will be checked on safety, documentation, additional ballast sealing, car layout, general conformity, 'Go Pro' camera system…

If the competitor has the authorisation to leave the scrutineering area, the competitor has the possibility to weight the car and measure the ground clearance with the official equipment of the organiser.

The competitors need to present the Porsche 991 GT3 Cup cars in perfect condition!

1.16.2 What to bring to the scrutineering area for the Pré Event Scrutineering:

- Porsche 991 GT3 Cup car (stickers + 'Go Pro'-system + ballast,…)
- Documentation of the vehicle:
  - -Data sheet
  - -Safety cage certificate
  - -fuel tank certificate
- -Drivers' racing equipment:(First event, new equipment, new driver)
  - -Overall (mandatory logos)
  - -Underwear
  - -Balaclava
  - -Socks & shoes
  - -Gloves
  - -Helmet
  - -Hans-system
  - -…
- Additional equipment:
  - -Bottle of compressed air
  - -Air jack
  - -Safety system to put under the car
  - -Nut gun / torque wrench
  - -Wrench socket centre lock
  - -…

Please mention the installation of a radio communication system and/or drink system in de cup car.

1.16.3 What to bring to the scrutineering area after qualifying and race:

-Bottle of compressed air
-Air jack
-Safety system to put under the car
-Nut gun / torque wrench
-Wrench socket centre lock
-Equipment to defuel
-Fire extinguisher
-…

2. Special Tech. Requirements Porsche 991 GT3 Cup MY 2013-2016

2.1 General

Technically identical vehicles with the designation Porsche 911 GT3 Cup (Type 991), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Porsche GT3 Cup Challenge Benelux. Only vehicles of model year 2016, 2015 as well as of model year 2013 and 2014 with the required modifications according to Attachment 1, 10, 11.
The vehicles must comply with the requirements of these 2016 Technical Rules. Technical inspection of the vehicles is under taken by the technical scrutineers.
Everything that is not expressly permitted in this regulation is prohibited. Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

2.2 General vehicle description

Porsche 911 GT3 Cup (type 991), MY 2013 - 2016

2.2.1 Concept

- Single-seater production-based race vehicle
- Basis: 911 GT3

2.2.2 Engine

- Aluminium rear-mounted flat-six engine
- Sealed
- 3,800 cm^3; stroke 76.4 mm; bore 102.7 mm
- Max. power: 338 kW (460 hp) at 7,500 rpm
- Max. engine speed: 8,500 rpm
- Single-mass flywheel
- Water cooling with thermal management for engine and

2.2.3 gearbox

- 4-valve technology
- Sequential multi-point fuel injection
- Fuel octane rating: minimum 98 octane premium unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated catalytic converter
- Rear silencer with twin tailpipe in central arrangement
- Electronic accelerator pedal

2.2.4 Transmission

- Porsche 6-speed sequential constant-mesh transmission
- Ratio:
  - Bevel/ring gear 14/22 i = 1.571
  - Final drive 17/41 i = 2.412
  - 1st gear 13/41 i = 3.154
  - 2nd gear 17/40 i = 2.353
  - 3rd gear 19/36 i = 1.895
  - 4th gear 19/29 i = 1.526
  - 5th gear 24/30 i = 1.250
  - 6th gear 34/35 i = 1.029
- Internal pressure-oil lubrication with active oil cooling
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch
- Pneumatic paddle shift system

2.2.5 Body

- Lightweight bodywork with smart aluminium-steel composite construction
- Welded-in roll cage certified in compliance with FIA homologation regulations for safety cages
- Front bonnet with 2 air inlets for cockpit ventilation and quick fasteners
- Removable rescue hatch in the roof
- Holder for recovery beam system same as DTM system
- Modified 911 GT3 wings with flared wheel arches
- Widened rear wheel arches
- Modified and widened 911 GT3 front apron with spoiler lip
- Modified GT3 rear apron with integrated rain light in compliance with FIA Regulations
- Lightweight exterior equipment:
    - CRP doors with Sport-Design rear-view mirrors
    - CRP rear lid with quick-action fasteners
    - CRP rear wing, adjustable
    - PC rear side windows with ventilation openings
    - PC rear window
- Underbody panelling with air routing for brake and driveshaft cooling on the rear
- Modified 911 cockpit:
    - Weight-optimised magnesium subframe
    - Ergonomic driver-oriented centre console
    - Trim for switches with fluorescent lettering
    - Steering wheel with quick-release coupling, control panel and shift paddles
- Racing bucket seat with fore/aft adjustment:
    - Homologation according to the latest FIA requirements
    - Individual padding system
- 6-point seat belt
- 100-litre FIA FT3 – 1999 safety fuel tank
- 3-point air jack system

2.2.6 Chassis

Front axle:

• McPherson suspension strut, adjustable in height, wheel camber and track
• Forged struts:
    • Optimised stiffness
    • Two-shear connection
    • Heavy-duty spherical bearings
• Wheel hubs with central locking
• Racing shock absorbers, non-adjustable
• Forged supporting mounts
• Double-blade-type anti-roll bar
• Power steering with electrohydraulic pressure feed

Rear axle:

• Multi-link rear axle, adjustable in height, wheel camber and track
• Forged struts:
    • Optimised stiffness
    • Two-shear connection
    • Heavy-duty spherical bearings
• Wheel hubs with central locking
• Racing shock absorbers, non-adjustable
• Forged supporting mounts
• Double-blade-type anti-roll bar

2.2.7 Brake system

2 independent brake circuits for front and rear axles, adjustable by the driver via brake balance system

Front axle:

• Aluminium 6-piston racing callipers in monobloc design
• Multipiece steel brake discs; internally vented and slotted, 380 mm diameter
• Racing brake pads
• Optimised brake-air ducting

Rear axle:

• Aluminium 4-piston racing callipers in monobloc design
• Multipiece steel brake discs; internally vented and slotted, 380 mm diameter
• Racing brake pads
• Optimised brake-air ducting

2.2.8 Wheels/tyres

Front axle:

• Single-piece light-alloy rims according to Porsche specifications and design, 10.5 J x 18 RO 28, with central locking
• Michelin transport tyres; tyre size: 27/65 R 18

Rear axle:

• Single-piece light-alloy rims according to Porsche specifications and design, 12 J x 18 RO 53, with central locking
• Michelin transport tyres; tyre size: 31/71 R 18

2.2.9 Electrics

- COSWORTH ICD colour display
- COSWORTH electrical system control unit IPS32
- Electronic accelerator pedal
- Fire extinguishing system (extinguishing agent: gas)
- 12 V, 70 Ah (AGM) battery, leak-proof, placed in passenger's footwall, mandatory OEM battery cover
- 150 A alternator
- Weight optimised fan
- Wiper with direct drive
- Lighting system
    - Bi-Xenon headlights
    - LED daytime driving lights
    - LED rear lighting system and rain light

Permitted options

- Brake pressure and steering-angle sensors
- COSWORTH ICD memory extension 128 MB
- Bosch MSA box

2.2.10 Dimensions

- Overall length: 4,547 mm
- Overall width: 1,851 mm
- Overall height: 1,280 mm
- Wheelbase: 2,460 mm

2.3 Engine

The engines are sealed at Porsche AG prior to delivery.

Engines can be called in and inspected at the instructions of the sports Stewards.

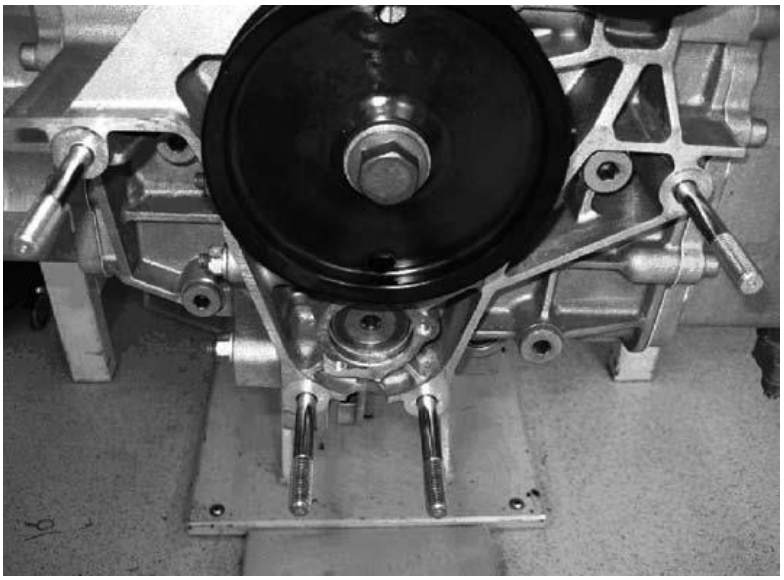
Before the engines are delivered and refitted, a new seal shall be affixed by the Technical Scrutineers at Porsche AG.

The original screws for fixation of the exhaust system are allowed to be replaced by stud bolts and hexagon nuts.

Only the following parts are allowed to be used:

4 x studs M10x70 8.8	Part number: 999.062.170.02
4 x nuts M10	Part number: 900.377.011.01

The implementation of this modification has to comply with the photo below.



2.3.1 Engine electronic control units

Throughout the entire event, only the Motronic electronic control units coded and sealed by the Series organiser for the races are allowed to be used.

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

2.4 Power transmission (gearbox/differential lock)

2.4.1 Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Attachment 2). The number of friction plates and the assembly order shall correspond to the image shown in Attachment 2, and must not be changed. The installed friction discs must comply with the version shown in Attachment 2 for model year 2015 and 2016 (discs with internal splines coated, discs with external splines made of steel).

2.4.2 Transmission emergency function

After the transmission emergency function has been switched on by the driver, the vehicle must immediately return to the pit lane. The vehicle is not allowed to leave the pit lane again until this function has been deactivated.

2.5 Brakes

Only vehicles with the following brake callipers are permitted:
FL: 991.351.427.8A
FR: 991.351.428.8A
RL: 991.352.427.8A
RR: 991.352.428.8A

Only standard master brake cylinders are permitted for the 2 brake circuits.
• Front axle: diameter: 17.8 mm, 991.355.170.8C
• Rear axle: diameter: 17.8 mm, 991.355.170.8C

Front axle:
• Aluminium 6-piston fixed callipers, one piece
• Internally vented brake discs, diameter = 380 mm, 32 mm thick
FL: 991.351.105.8A
FR: 991.351.106.8A
• Racing brake pads, 991.351.942.8A

Rear axle:
• Aluminium 4-piston fixed callipers, one piece
• Internally vented brake discs, diameter = 380 mm, 30 mm thick
RL: 991.352.107.8A
RR: 991.352.108.8A
• Racing brake pads, 991.352.942.8A

A knock-back spring must be installed in each case under each brake piston of all brake callipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts are allowed to be used:
Front axle: 991.351.963.8A, Rear axle: 991.352.963.8A

2.6 Steering (steering wheel/hub extension)

The position of the steering wheel on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm
(part number: 991.341.613.8A).

No hub extensions are allowed to be installed. The standard longitudinal and height adjustment facility is allowed to be used.

Line 991.347.775.8A of the steering gear must be provided with a vibration damper 8K0.611.797.E in the arrangement as shown.

2.7 Wheel suspension

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained. The max. permissible thicknesses of the spacer washers in the front and rear axle control arms are:
• Front axle: 18 mm
• Rear axle: 15 mm
The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered. Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 3). The wheelbase on the left and right sides of the vehicle must be 2,460 mm +/-15 mm. The measuring points are the centres of the wheel hubs.

2.7.1 Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are allowed to be used. Shims are allowed to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. These are available in the following versions:
1 mm with the spare part number 991.343.761.8A
2 mm with the spare part number 991.343.761.8B
Other shims or methods for axial clearance compensation must not be used. However, the overall axial clearance must not be less than 2 mm referred to each anti-roll bar.

2.7.2 Shock absorbers/springs

Only the factory-installed Sachs shock absorbers and H&R chassis springs in their original condition are allowed to be used. The following number is stamped on the bump stops of the rear vibration dampers: 0049 5111 0 250.

Vibration damper

FA:	991.343.045.8D
RA:	991.333.051.8A

Bump stop

FA:	991.343.677.8A
RA:	991.333.677.8A

Main spring

FA (240 N/mm):	991.343.531.8C
RA (260 N/mm):	991.333.531.8C

Helper spring

FA (75/60/45):	996.343.537.90
RA (80/60/60):	997.333.537.90

2.7.3 Tie rods

The replacement of the inner Torx screw with part number 999.073.252.09 by an external hex screw with
part number 900.378.103.01 is not subject to any restrictions.

2.7.4 Wheels (flange + rim) and tyres

Only the version of Michelin tyres approved for the Series races with the following specification is allowed to be used for the duration of the events and the official tests.

Slick tyres

FA:	27/65 R 18 Porsche Cup N2#
RA:	31/71 R 18 Porsche Cup N2

Rain tyres

FA:	27/65 R 18 P2L
RA:	31/71 R 18 P2L

Michelin's recommendations and instructions relating to tyre pressure must be observed. Only atmospheric air is allowed to be used to inflate the tyres. It is not permissible to refit or rotate the tyres on the rims. All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other measures that change the temperature of the tyres is prohibited for the entire duration of an event. From the beginning of the prestart until the end of the session it is forbidden to cover the admitted tyres.

2.8 Bodywork and dimensions

Overall vehicle length and overhangs:
The overall length of the vehicle is 4,547 mm +/-10 mm.
The front overhang is 1,043 mm +/-10 mm, measured from the middle of the wheel of the front axle to the leading edge of the vehicle (first
point in the direction of the longitudinal axis, incl. front lip).
The rear overhang is 1,045 mm +/-10 mm, measured from the middle of the wheel of the rear axle to the rear edge of the vehicle (last point in the direction of the longitudinal axis, rear wing excluded).

2.8.1 External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

2.8.1.1 Windscreen

Heated windscreens with part number 991.541.111.8B are permitted. The windscreen is allowed to be connected to the electrical system of the vehicle and the function is allowed to be used.

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

2.8.1.2 Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows (in accordance with ISC of the FIA, Appendix J) in their original version are permissible.

Door window	Left:	991.542.511.8B, 991.543.511.8C, 991.543.511.8F
	Right:	991.542.512.8B, 991.543.512.8C, 991.543.511.8F
Rear side window	Left:	991.543.511.8A
	Right:	991.543.512.8A
Rear window		991.545.111.8A

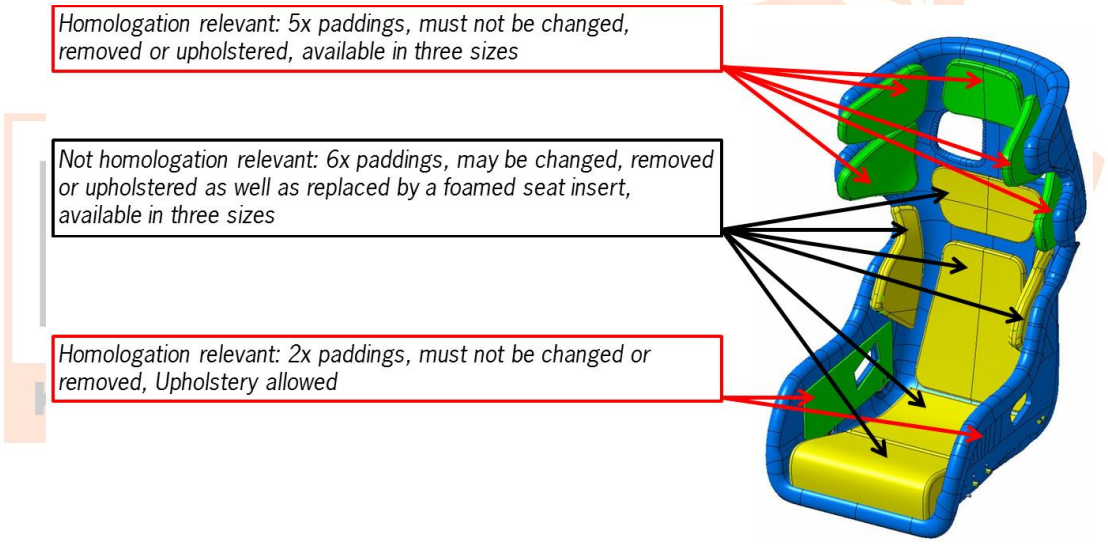
2.8.2 Cockpit

2.8.2.1 Seat

The seat is allowed to be adjusted by removing or adding original Recaro padding. Modifications require the approval of the Series organiser. The maximum allowed padding height must not exceed 50 mm and is permitted solely with original Recaro padding. Removal of the entire upholstery in the area of the horizontal seat surface is not permitted. A minimum upholstery thickness of 10 mm must be guaranteed here. Modification of padding inlays in any form is prohibited. The padding components must be procured exclusively from the seat manufacturer (Recaro).
The original mounting (seat rail and bracket) must be retained.

The adaption of the seat by removing or adding of original 'Recaro' seat padding is forbidden in the areas of the seat shown in green colour on the illustration underneath.
Any modification of the seat padding shown in green colour is strictly prohibited. The use of the different sizes paddings is allowed, also in the areas shown in green colour, as long as they are not modified.
An upholstery in the bottom part of the seat on top of the paddings shown in green, as long as the original padding is not modified or removed.

An upholstery of the areas shown in yellow colour on the illustration is allowed by either using original 'Recaro' paddings or using a foamed seat insert, as long as the insert is made of fireproof material, coloured in black and its maximum thickness at any point does not exceed 50 mm in size. The use or change is subject to approval by the series organisation.



2.8.2.2 Ventilation in the cockpit

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. The dimension of the NACA-intake port on the driver's side is allowed to be changed by taping under wet race, wet qualifying or wet practice conditions.

2.8.3 Additional roof hatch accessories

The vehicle has an opening in the roof in order to make using the KED system easier should it become necessary to rescue the driver.
The roof hatch is located directly above the driver and with the dimension of the opening 420 x 420 mm. The roof hatch is connected to the roof via 4 livelocks.

2.8.4 Fire extinguisher

Mandatory modifications, check Attachment 10

2.9 Aerodynamic devices

The original position of the wing section is allowed to be changed within the specified scope for adjustment. Masking the central cooler in horizontal line to regulate the water temperature of the engine is allowed. Masking of the side radiators for additional control of the coolant temperature is only permitted if the centre radiator has already been completely masked. The masking shall be in black, starting from the top to the bottom. One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the headlights, the tail lights, the front wheel covers (9915053668AG2X and 9915053658AG2X), at a 90° angle in relation to the particular gaps that are taped over. Complete masking of the filler flap (99150303400GRV) is also approved. Furthermore, the teams are allowed to tape over the full area of the headlight lenses with transparent tape, without thereby taping over a slot in the bodywork. Apart from that, taping over of slots in the bodywork and openings is not allowed. For visual clarification, check Attachment 8.

2.10 Electrical equipment

From the "pre-start" to the end of the "Parc Fermé" during qualifying and racing, only the Series organiser and personnel nominated by the Series organiser are allowed to connect laptops/computers to the vehicles. Any breach of this regulation may result in the vehicle being excluded from qualifying or racing.

2.11 Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model years 2016, 2015 and 2014 is allowed to be installed.

In addition, the in-tank wiring harness of model year 2013 with part numbers 991.201.697.8A or alternatively 991.201.697.8J is allowed to be used.

2.12 Lubrication system

2.12.1 Engine:

MOBIL1 engine oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited.

2.12.2 Transmission:

Mobilube 1SHC 75W-90 transmission oil is recommended. Any use of other gearbox oil is at the competitors own risk. All additives are prohibited. There has to be a minimum of 2.7 litre transmission oil in the gearbox at all times.

2.13 Data transfer and radio

2.13.1 Radio system

A radio system is allowed to fulfil the communication between driver and team members. Make sure that the cable loom for the radio is properly fitted. The choice of hardware for radio reception from the “Earplug” port to the driver is not specified, but must be checked and approved by the Technical Scrutineers. 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/entrant must produce proof that the components used are suitable for use in the vehicle (fire prevention, etc.)

2.13.2 Data recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the vehicle chassis number and must not be exchanged. Only the setups approved by Porsche are allowed to be used for the duration of the event.

All recorded data relating to the free practice, qualifying or race must be made available to the Technical Scrutineers or the Series organiser.

The installation of steering angle sensors and brake pressure sensors and expansion of memory to 128 MB are permitted. In this case, it is absolutely essential to use genuine components manufactured by Porsche and COSWORTH.

Any additional electrical connection to the vehicle wiring harness is not allowed. Installations set up by the Series organiser are exceptions to this rule. In addition, there are no specifications regarding wiring for a battery charging system. Correct installation of the vehicle radio must be approved by the Technical Scrutineers.

The use of other radio-based or electronic devices in the vehicle (e. g. telemetry, mobile phones) is prohibited.

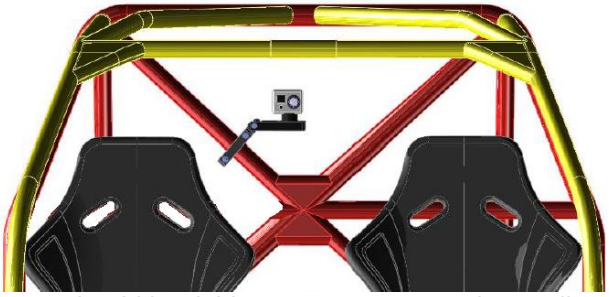
2.14 Comments

Any permitted changes may only serve the intended purpose. Should problems occur with regard to interpretation of the rules, the series organiser shall decide according to the “essential purpose of the rules”. The KNAF sports disciplinary bodies also have jurisdiction in such matters. The series organiser reserves the right to amend and extend these rules (in consultation with KNAF)

2.15 Camera system

The installation of a camera system is mandatory. This installation will be checked by a member of the Technical Scrutineers. In each vehicle it is mandatory to mound a 'GO PRO HD' version 1,2,3 or 4. It is the responsibility of the competitor to provide the equipment. Each competitor needs to make sure each session is recorded and stored. We advise to foresee a spare memory card for in case one is confiscated for analysis. The GT3 Cup Challenge Benelux is owner of the recorded videos and its copyrights. The videos can be used in private circumstances but can't be distributed to third parties. Additional camera systems are allowed in the GT3 Cup Challenge Benelux, the 'Alivedrive Cosworth' system is recommended.

The 'Go Pro' system need to be positioned in the centre of the car. Mounted on the x-shaped tube of the roll cage behind the seat. The camera should be mounted in a way that it records the driver and track in front of the car.



Parts should be rigid to guarantee a good recording quality. An additional safety measure must be taken in account by attaching a keycord to camera and roll cage. This to avoid a drop of the camera into the pedal box during an incident. Make sure that the keycord doesn't block the view of the camera while braking.
Example of rigid mounting part and keycord:

Additional camera systems beside the 'Go Pro' are allowed and should be mounted in a way it doesn't block the sight of the driver or mandatory 'Go Pro' camera. All systems need to be checked by the scrutineers. The use of mounting parts with suction cup are forbidden. The use of camera on the outside of the cockpit are prohibited.
Prohibited mounting systems:

3. Attachments: Porsche 991 GT3 Cup MY 2013-2016

3.1 Attachment 1: Technical mod. 991 GT3 Cup MY 2013 and MY 2014

Technical modifications of 911 GT3 Cup (type 991), MY 2013 and MY 2014 for use in the GT3 Cup Challenge Benelux 2016

Prescribed technical modifications on vehicles of model year and status 2013

1. Automatic fuel shut-off valve
The fuel system must be supplemented by the automatic fuel shut-off valve (991.201.321.8A) and the adapter (991.201.581.8A) necessary for installation as well as the front fuel line (991.201.295.8D).

2. Transmission support
The transmission support must be replaced by the current version MY 2014 with the following part scope:

1 x	991.375.137.9B	Transmission holder
2 x	999.507.075.40	Clip 4.0–12.0
2 x	900.378.332.01	Hexolobular bolt M8X16
4 x	900.377.011.01	Hexagon nut M10
1 x	991.375.114.03	Longitudinal reinforcement
1 x	900.385.164.01	Hexolobular bolt M12X1.5X140
1 x	999.086.009.02	Hexalobular nut M12X1.5
1 x	999.072.083.01	Hexagon bolt M10X58

3. Tie rod
The tie rod must be replaced on both sides by the current, longer version (991.341.031.8C).

4. Rear-axle cross member
The rear-axle cross member must be replaced by the latest cast aluminium version (991.331.261.8C).

5. Front and rear brake pads
The brake pads must be replaced by the new pads of the type “Sprint” both at the front (991.351.942.8A) and at the rear (991.352.942.8A).

6. Mirrors
The exterior mirrors of the vehicle must be equipped on both sides corresponding to the current, aerodynamically adapted version.

1 x	991.731.020.8A.C9A	Z mirror, right
1 x	991.731.019.8A.C9A	Z mirror, left
1 x	991.731.048.03	Mirror glass, right
1 x	991.731.045.02	Mirror glass, left

7. Ignition system
The previously used spark plugs (999.170.208.90) must be replaced by spark plugs with the number 991.602.201.8A.

8. Rain light
The previously used rain light must be replaced by the latest version with improved visibility. The rain light is integrated in the rear apron for this purpose. The following part scope must be replaced:

1 x	991.505.871.90.1E0	Upper trim surround without 3rd brake light
1 x	991.631.551.8B	Rain light
1 x	991.505.411.8C.TM2	Rain light holder
1 x	991.612.857.8B	DTM connector, vehicle side

Additionally prescribed technical modifications on vehicles of model year and status 2014 (conversion to status 2014 is a prerequisite for vehicles of model year 2013, see points 1–8)

9. 150 A alternator

The previous alternator must be replaced by the 150 A alternator with the items listed below:

1 x	997.603.019.8A	Z three-phase generator
1 x	997.603.531.8A	Generator holder
1 x	900.385.042.01	Hexolobular bolt M8X35 10.9
1 x	900.385.001.01	Hexolobular bolt M8X20 8.8
1 x	900.385.274.01	Hexolobular bolt M10X25 10.9
1 x	999.513.075.40	Tie-wrap
1 x	900.385.148.01	Hexolobular bolt M10X55 10.9
1 x	900.377.011.01	Hexagon nut M10

10. "Megaline" gearshift system

The gearshift system and all components (compressor, valve block, shift cylinder) must be converted from "Shiftec" to "Megaline",
see the following range of parts:

1 x	991.618.355.8A	Z compressor gearshift
1 x	991.605.310.8E	Slave cylinder on transmission
1 x	991.618.485.8E	Z air line valve block + compressor
1 x	991.618.785.8E	Air line
1 x	991.618.471.8B	Valve block
1 x	991.618.795.8B	Valve block support
4 x	999.703.193.01	Damper element 15x15/M5
4 x	900.817.005.02	Hexagon nut M5
4 x	999.073.268.09	Fillister head bolt M5X12
1 x	991.618.765.8A	Valve block adapter cable
4 x	996.355.857.9A	Sleeve
4 x	999.073.270.A2	Fillister head bolt M5X20

11. Steering gear control line

The control line of the steering gear (991.347.775.8A) must be attached with the following holder as described in bulletin 04/2014 PMSC:

1 x	8K0.611.797.E	Holder, 3-track
2 x	N 0209044	Tie-wrap

12. Fuel tank

The fuel tank has been optimised (protection against static discharge, catch tank with flap valve, an in-tank pump) and must have
the following parts retrofitted:

1 x	991.201.201.8A	Z holder delivery unit
1 x	991.201.697.8J	Fuel tank wiring harness
1 x	991.201.343.8A	Z fuel pump
1 x	991.201.637.8A	Fuel pump filter
1 x	991.201.197.8J	Set of foam parts for fuel tank
1 x	991.201.735.8B	Rollover valve
1 x	900.123.101.30	Sealing ring A 12x18
1 x	991.201.043.8H	Z fuel filler neck

13. Front axle damper

The front axle damper has been improved and must be replaced by the following items:

2 x	991.343.045.8D	Front axle vibration damper
2 x	991.343.511.8B	Spring plate
2 x	999.084.128.01	Hexagon nut M14

14. Manifolds with catalytic converter

The exhaust manifolds have been optimised and must be replaced by the following parts:

1 x	997.113.021.A1	Manifold with catalytic converter, left
1 x	997.113.022.A1	Manifold with catalytic converter, right

15. Rear axle wheel suspension

The rebound travel of the rear axle must be increased. For this purpose, the spacer ring on the rear suspension strut with part number 991.333.468.8A must be replaced by the thicker spacer ring with the following part number.

2 x 991.333.468.8B Suspension strut spacer ring

16. Differential friction pack

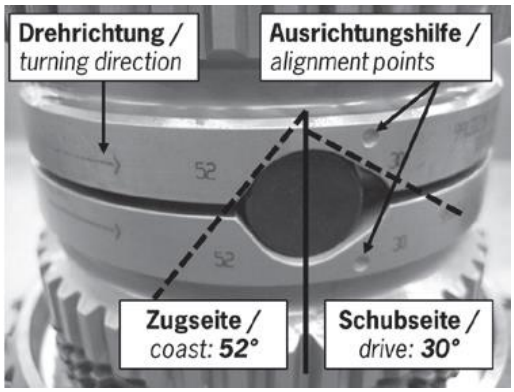
The differential friction pack must be replaced by the following parts:

6 x 991.332.981.8B Clutch plate 1.4 mm internally toothed

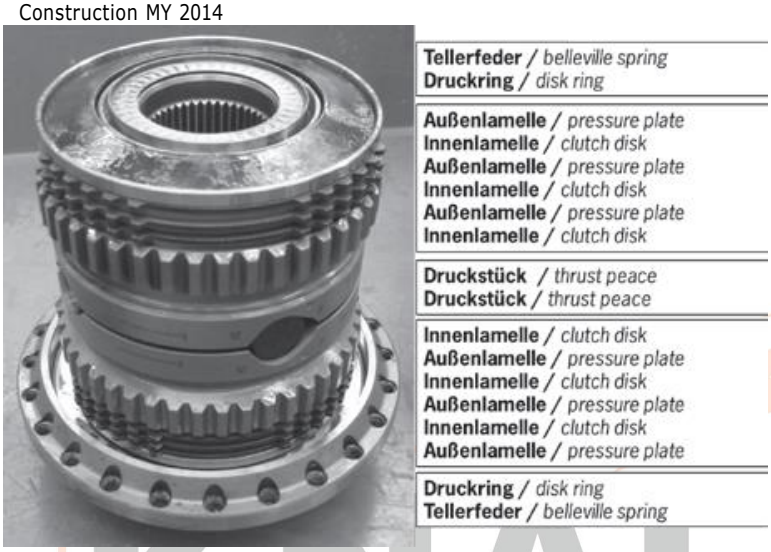
In total 6 of the following pressure plates with different thicknesses (externally toothed):

991.332.983.8C Pressure plate 1.5 mm
991.332.983.8D Pressure plate 1.55 mm
991.332.983.8A Pressure plate 1.6 mm
991.332.983.8E Pressure plate 1.65 mm
991.332.983.8F Pressure plate 1.7 mm
991.332.983.8H Pressure plate 1.75 mm
991.332.983.8J Pressure plate 1.8 mm
991.332.983.8B Pressure plate 1.85 mm
991.332.983.8K Pressure plate 1.9 mm
991.332.983.8M Pressure plate 1.95 mm

3.2 Attachment 2: Differential lock, ramp angle

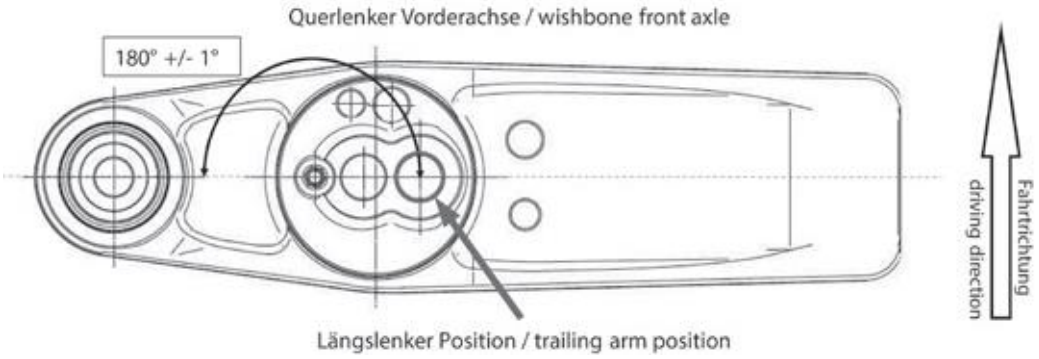


Construction MY 2014

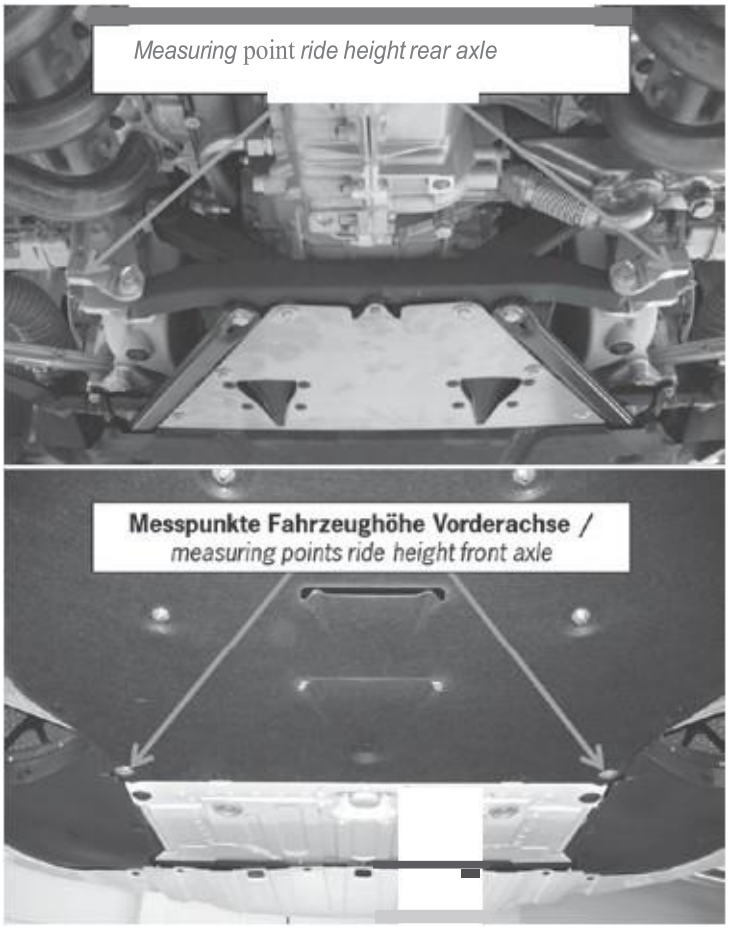


Construction MY 2013

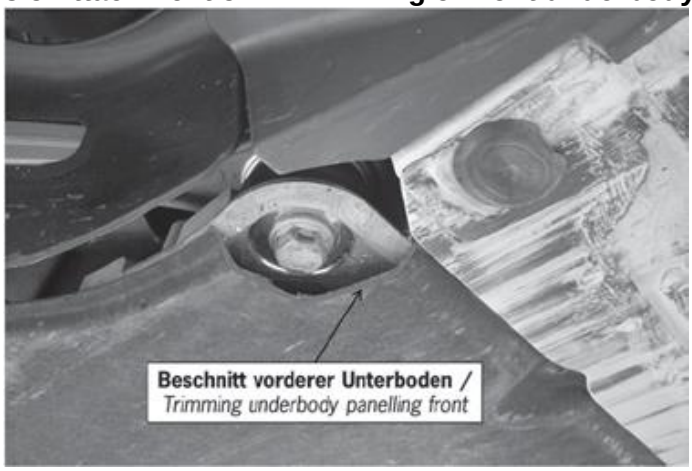
3.3 Attachment 3: Wishbone



3.4 Attachment 4: Minimum ground clearance rear and front axle



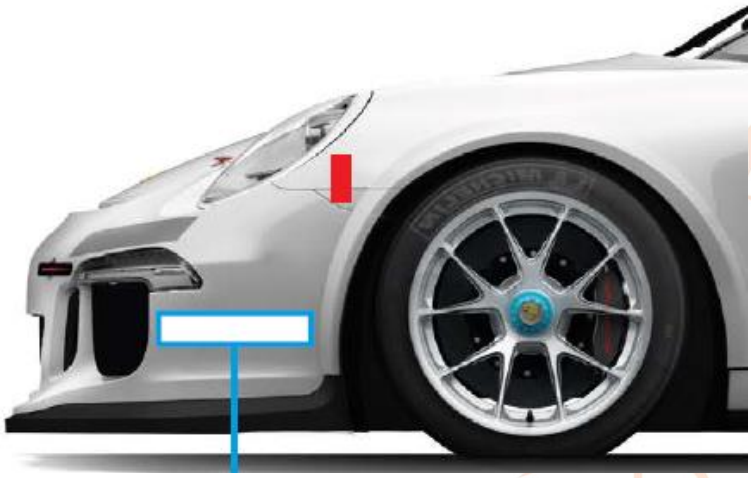
3.5 Attachment 5: Trimming of front underbody



3.6 Attachment 6: Ballast weights

3.7 Attachment 7: Holder for front silencer

3.8 Attachment 8: Aerodynamic devices



3.9 Attachment 9: Allowed modifications for all 991 GT3 Cup car

Door retaining bolds which are mounted in the door hinges can be changed by a non-Porsche genuine bold. This should be a threaded bush bold with a female 4mm Allen head M8x1x16. You can purchase this item at the GT3 Cup Challenge Benelux Support team.

3.10 Attachment 10: Mandatory rework on the fire extinguisher system

3.10.1 Fire extinguishing lines 1

GT3 Cup Challenge Benelux informs, during all GT3 Cup Challenge Benelux events, for all Porsche 911 GT3 Cup (type 991) cars, fire extinguishing lines must be modified. A change in the FIA regulations makes it necessary to modify the fire extinguishing line when using the 911 GT3 Cup (type 991) in an international race series complying with FIA rules.

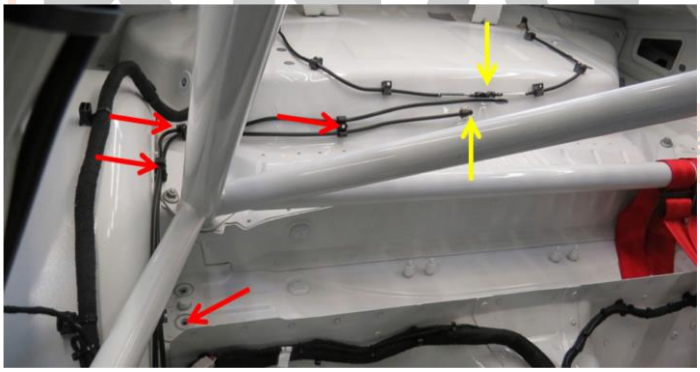
3.10.1.1 Parts list.

Pos	Part number	Name	Pcs. per car
1	999.511.257.40	Holder extinguisher line roll cage bar	2
2	999.507.952.40	Holder extinguisher line body shell	3

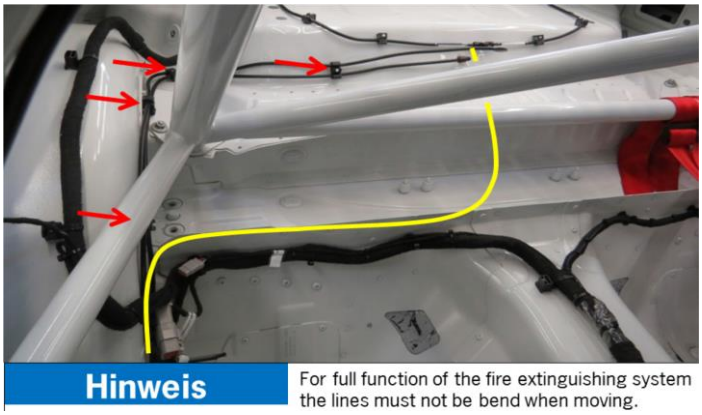
3.10.1.2 Modification instructions.

Deactivate fire extinguishing system (see technical handbook 911 GT3 Cup Type 991)
Dismount top extinguishing line (supply line centre nozzle engine bay) along sill penal from A-pillar to B-pillar.

Dismount both extinguishing lines from wheel housing to rear shelf. Pull off both lines from the centre nozzle and the Y-distributor.



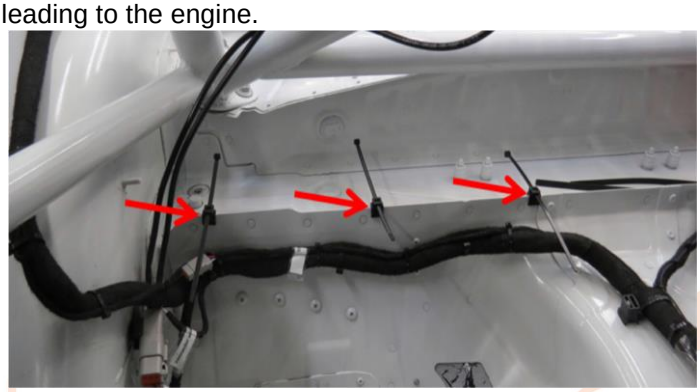
Move lines to new place (yellow line) with wide radius. Do not bend line while moving! Dismount the 4 brackets (8K0.611.797.D) as they will not be used any more.



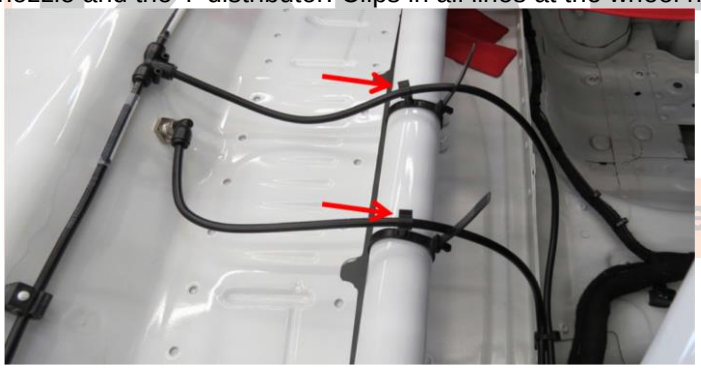
Cut the centre nozzle line by 300 mm with tube cutter and clear the cutting surface with cutter knife.

Hinweis For full function of the fire extinguishing system there must not be any residual particels within the lines.

Mount bracket 999.507.952.40 and fix lines. Therefore, run the lines behind the cable loom leading to the engine.



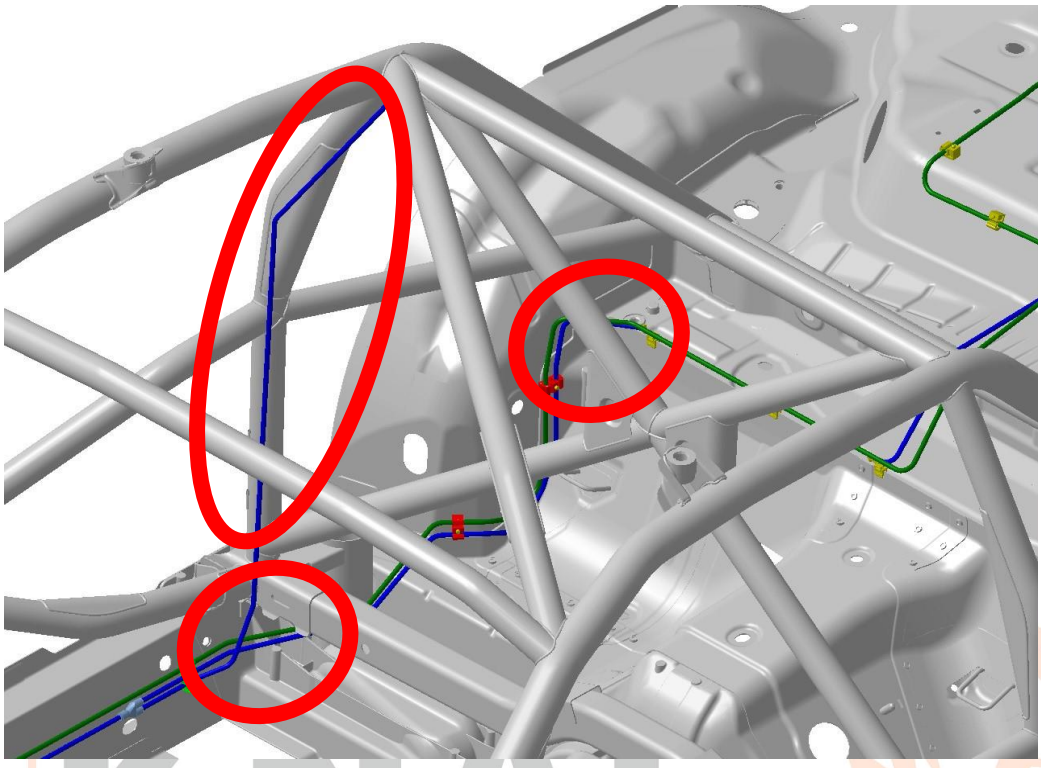
Mount bracket 999.511.257.40 to roll-cage bar and fix the lines. Put end of lines into the centre nozzle and the Y-distributor. Clips in all lines at the wheel housing and the door sill.



3.10.2 Fire extinguishing lines 2

GT3 Cup Challenge Benelux informs, during all GT3 Cup Challenge Benelux events, for all Porsche 911 GT3 Cup (type 991) cars, fire extinguishing lines must be modified. A change in the FIA regulations makes it necessary to modify the fire extinguishing line when using the 911 GT3 Cup (type 991) in an international race series complying with FIA rules.

3.10.2.1 Affected area.



- Area of upper B-pillar: the fire extinguisher line must be located on the inside of the roll cage and may not be behind the diagonal pipe of the roll cage (between body and roll cage)
- Area lower B-pillar: the fire extinguisher lines must on the inside of the air jack mounting

3.10.2.2 Modification instructions.

- Deactivate fire extinguishing system (see Technical Manual 911 GT3 Cup Type 991)
- Dismount fire extinguishing lines alongside the rocker panel from the A-pillar to the rear end of the car
- Reroute and mount the fire extinguisher lines as shown in the graphic.
- Mount the fire extinguisher line to the inside of the B-pillar and reconnect the system

3.10.3 Fire extinguisher ‘anti-torpedo tab’

GT3 Cup Challenge Benelux informs that all 991 GT3 Cup cars contesting a GT3 Cup Challenge Benelux event or other events under FIA jurisdiction. Are only eligible to compete with the additional bracket fire extinguisher ‘anti-torpedo tab’ fitted in accordance with FIA Art.253. This regulation is in effect since 01.01.2016.

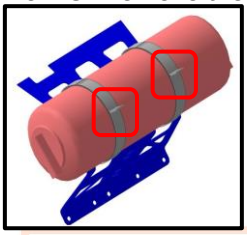
3.10.3.1 Parts list.

Pos	Part number	Description	Pieces per car
1	9F0.880.909	Additional bracket fire extinguisher	1

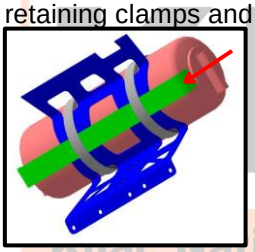
3.10.3.2 Modification instructions.

Deactivate fire extinguisher system – switch to ‘OFF’ position, red LED does NOT glow.

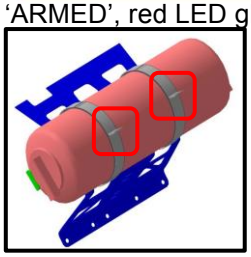
Loosen the fire extinguisher reservoir retaining clamps at the points indicated in the image below. Do NOT remove the fire extinguisher.



With the fire extinguisher reservoir still in position insert the additional bracket between the retaining clamps and underside of the reservoir mounting bracket as shown in the image below.



Tighten the retaining clamps. Reactivate the fire extinguisher system, move the switch to ‘ARMED’, red LED glows.



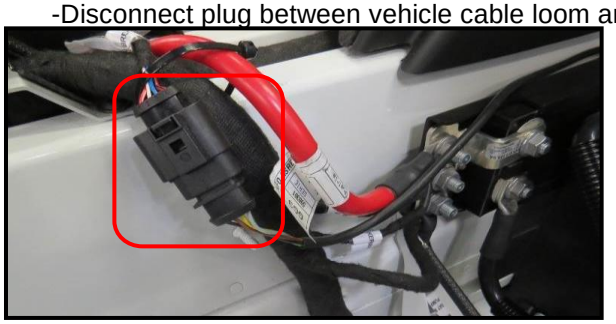
3.11 Attachment 11: Prescribed technical modifications for all 991 GT3 Cup

3.11.1 Filter cable loom

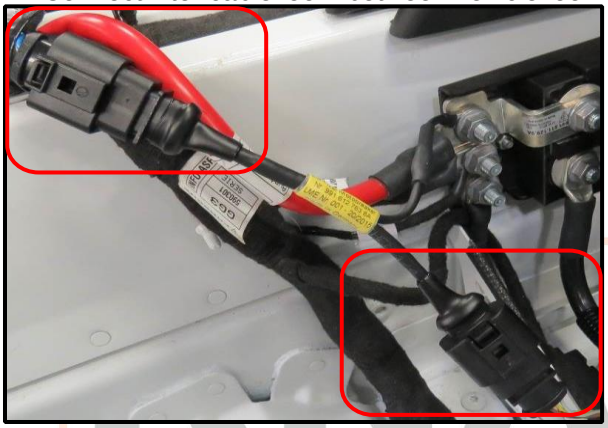
Pos	Part number	Name	Pieces per car
1	991.612.763.8B	Filter cable loom	1

3.11.2 Modifications

-Remove battery cover.
-Disconnect ground wire from battery.
-Disconnect plug between vehicle cable loom and main relay.



Connect filter cable loom between vehicle loom and main relay.



Fix cable loom with cable ties.

4. Technical Rules Porsche 997 GT3 Cup MK2 MY 2010-2013

4.1 Overview of the participating groups/classes

As specified in the sporting regulations

4.2 Basis of the technical rules

• Articles 251-253 of Attachment J (International Sporting Code of the FIA)
• General provisions, definitions and clarifications regarding the Technical Rules (DMSB Manual, blue part)
• These Technical Rules

4.3 General/preamble

With the exception of the changes and/or deviations expressly listed in these rules, all additional measures shall be prohibited, unless the series organiser issues provisions (in consultation with the KNAF) which allow or require further changes or deviations.
Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

4.4 Driver`s equipment

4.4.1 Drivers must wear the following items:

• Overalls in accordance with FIA Standard 8856-2000
• Underwear (with long arms and legs) in accordance with FIA Standard 8856-2000
• Balaclava in accordance with FIA Standard 8856-2000
• Socks and shoes in accordance with FIA Standard 8856-2000
• Gloves in accordance with FIA Standard 8856-2000
• Helmet including HANS clips in accordance with FIA regulations (Attachment L to the International Sporting Code) must be worn at all times during practice, qualifying and qualification rounds.

4.4.2 Head and Neck Restraint System (HANS or comparable system)

The use of an FIA approved Head and Neck Restraint System (HANS) in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship Responsibility for the necessary modifications to the driver's equipment in order to enable use of the HANS system and installation of same in the vehicle lies solely with the participant. The respective certificate of the manufacturer is to be presented at the technical inspection.

4.4.3 Drinking System

A drinking system may be used. Prior to use it has to be approved by Technical Scrutineering and the organiser.

4.4.4 Cooling System

A cooling system may be used. Prior to use it has to be approved by technical scrutineering and the organiser. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

4.5 General regulations

4.5.1 Permitted modifications and built-in components

Work may be carried out within the normal scope of vehicle maintenance or for the purpose of replacing parts damaged as a result of wear or accidents.
Modifications and built-in components are only allowed within the scope defined below. Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts which are dedicated to the Porsche 911 GT3 Cup MY 2012
The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is prohibited. In isolated cases, such components may be authorised in writing by the series organiser. Standard fastening components on the complete vehicle, such as nuts, bolts, washers, spring rings, spring washers, split pins, may only be replaced by genuine Porsche parts. In the case of threads, the thread type, size and pitch (e.g. M8x1.25) are to be retained.

4.6 Vehicle weight and ground clearance

4.6.1 Vehicle weight

When the vehicle is ready to be driven, its minimum weight excluding driver and fuel must be 1195kg at all times during the racing event.

4.6.2 Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (without driver and fuel) must not be less than the specified dimension, as measured at the specified measuring points, at any time of the racing event. Tire pressure must be no less than 1.5bar. If the tyre pressure is lower than 1.5bar, they may be inflated to max 1.5 bar. For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 68 mm and the clearance at the rear axle a minimum of 112 mm. The measuring points (see Attachment 12) at the front axle are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface and the machined surface on the side section of the rear axle in relation to the reference surface. The ground clearance may be changed within the existing adjustment range.

For the purpose of setting the measuring point on the front axle a washer of Part No. 997.341.641.90 of exactly 8 mm in width requires to be added (Attachment 12). This results in the minimum ground clearance at the front axle of 68 mm. The measurement is to be taken on a surface in the paddock indicated by the series organiser at the start of the relevant event. This surface is binding as the reference surface for the relevant event.

4.7 Engine capacity factor for turbocharged engines

Not applicable.

4.8 Emissions regulations

The current KNAF emissions regulations (are to be observed.
The vehicles must be equipped with a catalytic converter in accordance with the KNAF exhaust gas specifications.

4.9 Noise regulations

The noise generated by the car must not exceed 107 dB (A) at 3800 rpm, or at three-quarter maximum revs if this is less. This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

4.10 Advertising regulations and starting numbers on the vehicle

As specified in the sporting regulations

4.11 Safety equipment

The vehicles must use the following safety equipment. Group N safety regulations apply. Exception: Article 253, Point 11, “Door retaining nets recommended”. Unless indicated to the contrary, the articles stated refer to the current Attachment J to the FIA’s International Sporting Code.

4.11.1 Roll cage

The welded roll cage with DMSB certificate No. 23-24/67-S… is compulsory and must not be modified.

4.11.2 Fire extinguisher

As standard, a fire extinguishing system is to be installed which satisfies the regulations in Attachment J (FIA’s International Sporting Code), Art. 253, point 7.2. The fire extinguishing system and the installation position specified by the factory must not be changed.

4.11.3 Towing lugs

The towing lugs delivered with the vehicle in accordance with DMSB regulations (DMSB manual, blue part) must be properly fitted for the duration of the event and marked in yellow, red or orange.

4.11.4 Seat

Standard seat with FIA homologation in accordance with FIA Standard 8855-1999
(also see article 5.8 b).

4.11.5 Safety belts

An FIA-homologated 6-point seat belt complying with FIA 8853/98 manufactured by SCHROTH, is to be used. The Head and Neck Restraint System, used in accordance with point 4.4 of these requirements, must be compatible with the seat belt.

4.11.6 Circuit breaker

A circuit breaker in accordance with Attachment J (FIA’s International Sporting Code), Art. 253, point 13, is to be used.

4.12 Fuel

The allowed fuel and supplier for an event will be communicated in the Supplementary Regulations of the event. This fuel will always be standard commercial unleaded fuel (minimum 98 ROZ Super Plus) in accordance with Attachment J (FIA’s International Sporting Code), Art. 252, point 9, which corresponds to DIN EN 228
All additives are prohibited. All chemical or thermal changes to the fuel are forbidden.

4.13 Definitions

In addition to the definitions in the “General regulations, definitions and clarifications regarding the Technical Rules” the definitions set out in Attachment J (FIA’s International Sporting Code), Art. 251 shall apply.

4.14 Pré-Event Scrutineering, Scrutineering and Parc Fermé rules

4.14.1 General

Before the start of each event a Pré Event Scrutineering time table will be made up. It's the competitors responsibility to attend the scrutineering in time, at least 15 minutes in advance. If the competitor can't attend in time, the Technical Manager of the PGT3CCB and/or Official Scrutineer of the RACB must be informed before the start of the Pré Event Scrutineering session. If this isn't the case a sanction will be decided by the Steward of the meeting.

Per car only 2 mechanics, 1 team manager and the driver of the car are allowed in the scrutineering bay. All persons whose car isn't scrutineered at the moment aren't allowed in the scrutineering bay.

The GT3 Cup car will be checked on safety, documentation, additional ballast sealing, car layout, general conformity, 'Go Pro' camera system…

If the competitor has the authorisation to leave the scrutineering area, the competitor has the possibility to weight the car and measure the ground clearance with the official equipment of the organiser.

The competitors need to present the Porsche 991 GT3 Cup cars in perfect condition!

4.14.2 What to bring to the scrutineering area for the Pré Event Scrutineering:

- Porsche 991 GT3 Cup car (stickers + 'Go Pro'-system + ballast,…)
- Documentation of the vehicle:
  - -Data sheet
  - -Safety cage certificate
  - -fuel tank certificate
- -Drivers' racing equipment:(First event, new equipment, new driver)
  - -Overall (mandatory logos)
  - -Underwear
  - -Balaclava
  - -Socks & shoes
  - -Gloves
  - -Helmet
  - -Hans-system
  - -…
- Additional equipment:
  - -Bottle of compressed air
  - -Air jack
  - -Safety system to put under the car
  - -Nut gun / torque wrench
  - -Wrench socket centre lock
  - -…

Please mention the installation of a radio communication system and/or drink system in de cup car.

4.14.3 What to bring to the scrutineering area after qualifying and race:

-Bottle of compressed air
-Air jack
-Safety system to put under the car
-Nut gun / torque wrench
-Wrench socket centre lock
-Equipment to defuel
-Fire extinguisher
-…

5. Special Tech. Requirements Porsche 997 GT3 Cup MK2 MY 2010-2013

5.1 General

Technically identical vehicles with the designation Porsche 911 GT3 Cup (Type 997), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3 RS, shall be used for the GT3 Cup Challenge Benelux. Only vehicles of model year 2012 as well as of model year 2010 2011 and 2013 with the required modifications according to Attachment 15 . shall be authorised.
The vehicles must comply with the requirements of these 2013 Technical Rules. Technical inspection of the vehicles is under taken by the technical scrutineers. The following special technical requirement applies in addition to the general technical requirement in Article 4 (Items 4.1 - 4.13):
Everything that is not expressly permitted in this regulation is prohibited. Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

5.2 General vehicle description

Porsche 911 GT3 Cup (Type 997), Year of manufacturing 2010-11-12-13 including the required modifications in accordance to attachment 12

5.2.1 Concept:

- Single-seated near standard race vehicle built according to Porsche Cup regulations and specification
- Based on the 911 GT3 RS 2nd generation

5.2.2 Engine

- Water-cooled flat six-cylinder boxer engine
- 3797 cc, stroke 76.4 mm, bore dia. 102.7 mm
- Max. power: 331 KW 450HP at 7500rpm.
- Max. rpm: 8500 rpm
- Four valves per cylinder
- Dry-sump lubrication
- Two-stage resonance intake manifold, central air intake
- Electronic engine management MS 3.1
- Sequential multi-point fuel injection
- Required fuel quality: Super Plus unleaded, 98 ROZ
- Racing exhausts system with lambda-probe-equipped catalytic converter (400 cubicles)
- Twin-branch centre exhaust tailpipe

5.2.3 Transmission

- Six-speed sequential dog-type gearbox

5.2.3.1 Gear ratios

- bevel crown wheel 8/32 i= 4.000
  - 1st gear 12/38 i= 3.17
  - 2nd gear 15/32 i= 2.13
  - 3rd gear 18/31 i= 1.72
  - 4th gear 20/28 i= 1.40
  - 5th gear 23/26 i= 1.13
  - 6th gear 29/27 i= 0.93
- Pressure-oil lubrication
- Oil-water heat exchanger
- Single-mass flywheel
- Hydraulic clutch centre-release mechanism
- 5.5” triple-disc sintered-metal clutch
- Limited slip differential 40/60%
- Rear-wheel drive

5.2.4 Body/equipment

- Self-supporting body shell made of galvanised sheet steel
- Carbon-fibre doors with window frame and plastic rear-view mirrors
- Carbon-fibre rear lid with adjustable rear wing
- Welded-in roll cage
- Air jack system
- Aerodynamically optimised front bumper and front spoiler cage
- Racing seat (driver side only) with fire-retardant upholstery
- Six-point seat belt, optimised for use with HANS System
- Removable steering wheel (with quick-release coupling)
- Electric fire extinguisher
- 100L FT3 Tank as homologated by Porsche mandatory.
- Safety retainer for battery fixation

5.2.5 Suspension/Chassis

Front axle

- McPherson strut-type axle
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Blade-type anti-roll bar
- Damper mounted to upright with twin-clamp system
- Power steering with electro-hydraulic pressure feed

Rear axle

- Multilink rear suspension with rigidly mounted subframe
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Reinforced, continuously variable rear axle track rod
- Blade-type anti-roll bar
- Suspension continuously variable (height, camber, track)

5.2.6 Brake system

Brake system with one brake master cylinder each for the front-axle brake hydraulic circuit (diameter 20.6 mm), marked orange, and the rear-axle brake hydraulic circuit (diameter 19.05mm), marked green. With adjustable bias bar.

Front axle

- Six-piston aluminium callipers, single-piece
- Steel disks part number 997.351.409.92 left 997.351.410.92 right
- Pagid RS14 or Pagid RS29

Rear axle

- Four-piston aluminium callipers, single-piece
- Steel brake disks part number 997.352.107.A1 left 997.352.108.A1 right
- Pagid RS14 or Pagid RS29

5.2.7 Rims/tyres

Front axle

- Three-piece BBS centre-lock aluminium rims 9.5Jx18 ET 37
- Michelin tyres 25-64-18
- 1-piece APP centre-lock aluminium rims 9.5Jx18 ET 37

Rear axle

- Three-piece BBS centre-lock aluminium rims 12Jx18 ET 30
- Michelin tyres 30/68/18
- 1-piece APP centre-lock aluminium rims 12Jx18 ET 30

5.2.8 Electrics

- Motec display with integrated data recording
- Battery: 12 volts, 50 Ah part number 999.611.053.20, mandatory OEM cover for battery positive pole
- 90 Ah generator

5.2.9 Weight:

• Min. 1195 kg

5.3 Engine

Engines can be called in at the instructions of the race director and the sports stewards and inspected at the entrants' expense.

5.4 Power transmission (gearbox/differential lock)

The ramp angle of the differential lock is 32°± 17' (pull) and 45°± 17' (push). The ramp angles are determined from the axis of rotation (Attachment 13). This results in a locking ratio of 37/52% in conjunction with the locking plates.
The minimum locking torque of the differential lock is achieved when the torque, as measured at the wheel nut with blocked meshing gear , stands at 60 Nm. At no point during the racing event may the torque fall below this minimum level. When checking the torque by the technical scrutineer, the tool defined by the series organiser must be used.

5.5 Brakes (brake pads/brake discs)

Only vehicles fitted with the Porsche Steel brakes and Red brake callipers (part numbers:
FL 997.351.431.90, FR 997.351.432.90, RL 997 352 457 90, RR 997.352.458.90) are permitted in the GT3 Cup Challenge Benelux See 5.1.1.7 Suspension/Chassis.
Vehicles from other racing series must be converted accordingly before the technical inspection.

5.6 Steering (steering wheel/ hub extension)

Only genuine OMP and Krontec hub extensions are allowed to be installed. The longitudinal adjustment facility which is available as standard may be used. Any alteration must be permitted by the technical scrutineers.

5.7 Suspension (chassis)

The chassis may be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible thicknesses of the spacer washers in the front and rear axle control arms are:
Front axle: 13 mm
Rear axle: 10 mm
The trailing arm axle bearing points must be left in the position in which they are delivered .
Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see attachment 16) The wheel base must be 2353mm +/- 10mm

5.7.1 Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided may be used.

5.7.2 Shock absorbers/springs

Only the factory-installed Sachs shock absorbers and H&R chassis springs in their original conditions may be used.

5.8 Wheels and tyres

Only the version of Michelin tyres approved for the series of races may be used for the duration of the event. The tyres for the relevant event are to be obtained on site from Michelin. There are no specifications for the tyre pressure, but Michelin's recommendations and instructions should be observed. Only atmospheric air may be used to inflate the tyres.
All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other measures that change the temperature of the tyres is prohibited for the entire duration of an event. From the beginning of the prestart until the end of the session it is forbidden to cover the admitted tyres.

5.9 Body and dimensions

5.9.1 Body, exterior (including windows)

Only the genuine Porsche 911 GT3 Cup (Type 997) side and rear windows (in accordance with FIA requirements, Attachment J, Art. 257.3) in their original version are permissible.

5.9.1.1 Front Screen:
As a protection of the screen and as a safety aspect so-called "tear off screens" are permitted. The fixing will be controlled on the acceptance test and has to be removed at request of the technical scrutineers.
The installation of a heated front screen is permissible

5.9.1.2 Side window:
Part No. 997.543.011.9D
Part No. 997.543.012.9D

5.9.1.3 Rear window:
Part No. 997.545.111.92
The body must be left in the condition in which it was delivered. This also means that it is not permissible to change the areas on the rear wheel housings machined in the factory.
one version of front lip is approved for use on the Porsche 911 GT3 Cup (Type 997):

5.9.1.4 Front lip
Part No. 997.505.557.92

5.9.2 Passenger compartment/cockpit

5.9.2.1 Seat
The seat can be adjusted by removing or adding upholstery. The original mounting (seat rail and bracket) may be retained. Changes require the consent of Porsche AG. An XL seat may optionally be used.
The use of modified original seat brackets according to Attachment 14 in combination with original seat rails changed from left to right and vice versa is optionally permitted. Any alteration must be permitted by the technical scrutineers.

5.9.2.2 Ventilation in the passenger compartment
Only the factory-fitted ventilation pipe (NACA intake on the front opening hood) is permissible for the cabin ventilation. The supply of air to the windscreen must not be obstructed. For additional ventilation of the passenger compartment part number 997.572.365.90 may also be used. Only the existing original ventilation openings in the rear side windows are permitted.

5.10 Aerodynamic aids (rear wing)

The original position of the wing section may be changed within the specified scope for adjustment.

5.11 Electrical equipment

5.11.1 Engine electronic control units

Only the Motronic electronic control units coded and sealed by the series organiser for the races may be used throughout the entire event.
The Motronic electronic control unit including the complete wiring loom must be used without modification. The series organiser or the technical scrutineer reserves the right to check or exchange the Motronic electronic control or record the engine characteristic data at any time during the event. The series organiser reserves the right to reprogram the Motronic electronic control units and to reseal the plug-in connector for reading the electronic control units at the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles. The use of laptops/computers in the pit lane is forbidden for teams during qualifying and the classification rounds from the “pre start” to the end of the “Parc Fermé”.

5.12 Fuel circuit

Standard circuit.
Fuel in accordance with Article 4.12.

5.13 Lubrication system

5.13.1 Engine:

MOBIL1 engine oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited.

5.13.2 Gearbox:

Mobilube 1SHC 75W-90 transmission oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited. There has to be a minimum of 3.3 litre transmission oil in the gearbox at all times.

5.14 Data transmission (telemetry, radio telephony, data recording)

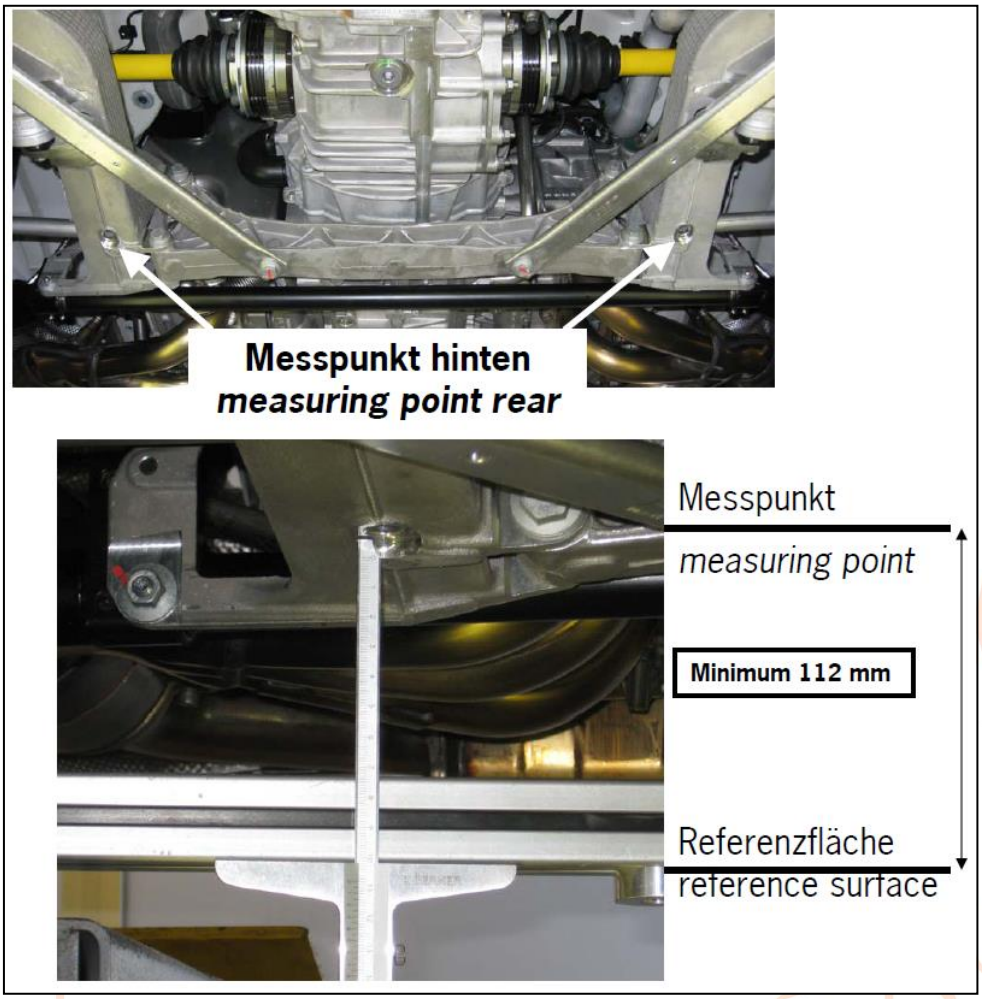
The use of telemetry in the vehicle is prohibited. Use of the factory-fitted data recording system manufactured by MoTeC with the designation “GT3 Cup” is compulsory. The MoTeC system is assigned to the vehicle chassis number and must not be exchanged.
All recorded data relating to practice, to qualifying or to a classification round must be made available to the technical scrutineer or the series organiser. The installation of steering angle sensors and brake pressure sensors and expansion of the memory to 16 MB are permitted. In this case, it is absolutely essential to use genuine components manufactured by MoTeC.

5.15 Comments

Any permitted changes may only serve the intended purpose. Should problems occur with regard to interpretation of the rules, the series organiser shall decide according to the “essential purpose of the rules”. The KNAF sports disciplinary bodies also have jurisdiction in such matters. The series organiser reserves the right to amend and extend these rules (in consultation with KNAF)

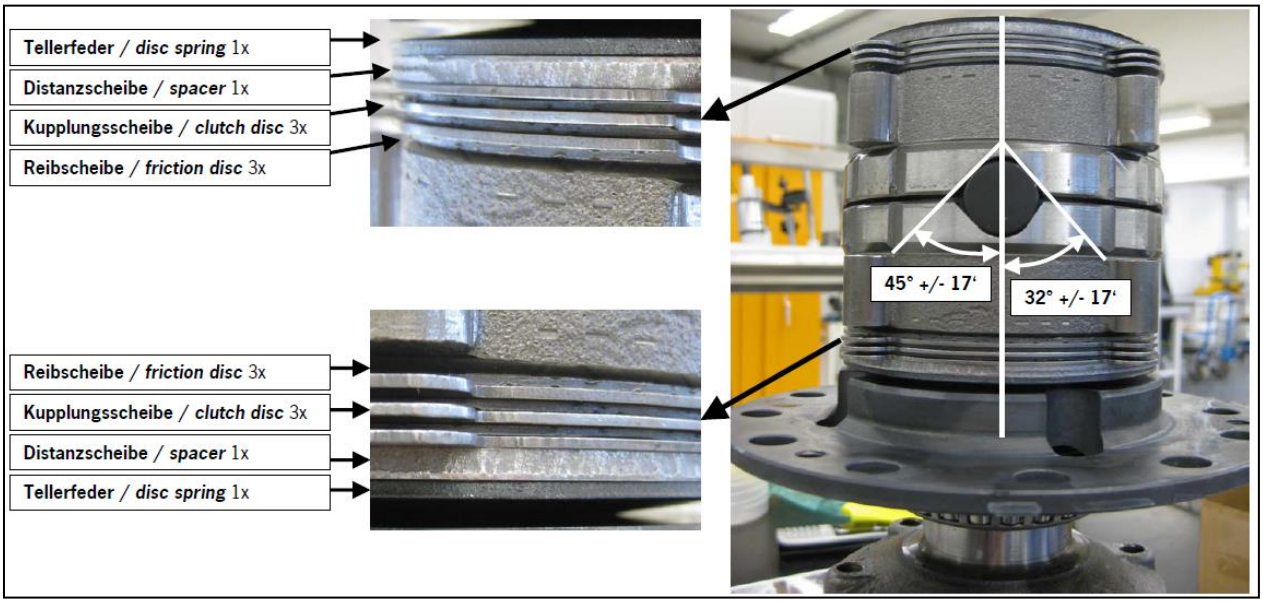
6. Attachments: Porsche 997 GT3 Cup MK2 MY 2010-2013

6.1 Attachment 12: Minimum ground clearance of rear axle



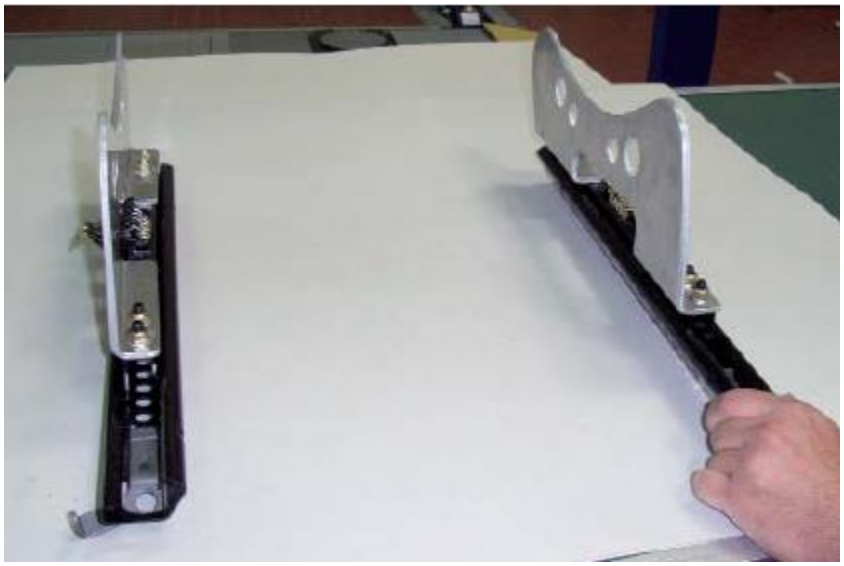
Minimum ground clearance of front axle

6.2 Attachment 13: Differential lock, ramp angle



6.3 Attachment 14: Seat adapter/rail mod. for drivers taller than 1,88m

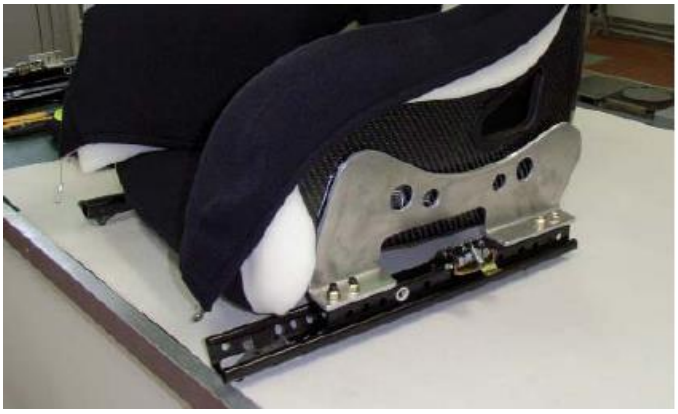
Seat rail positioning as used to date in Cup



Right and left seat rails swapped

Seat rails and seat adapters fitted as previously in Cup

Seat adapters as previously (but unpainted here). Fixing holes for seat attachment lowered by max. 30 mm (with approval from OMP). Spacer of approx. 5 mm in thickness between seat shell and adapter. Only seat adapters without holes may be used for the above modification.



6.4 Attachment 15: Mod. on Porsche 997 GT3 Cup MY 2010-2011

6.4.1 Rear underbody gearbox

The rear underbody panel gearbox must be replaced by the optimized version 2012
New part number: 997.504.429.91

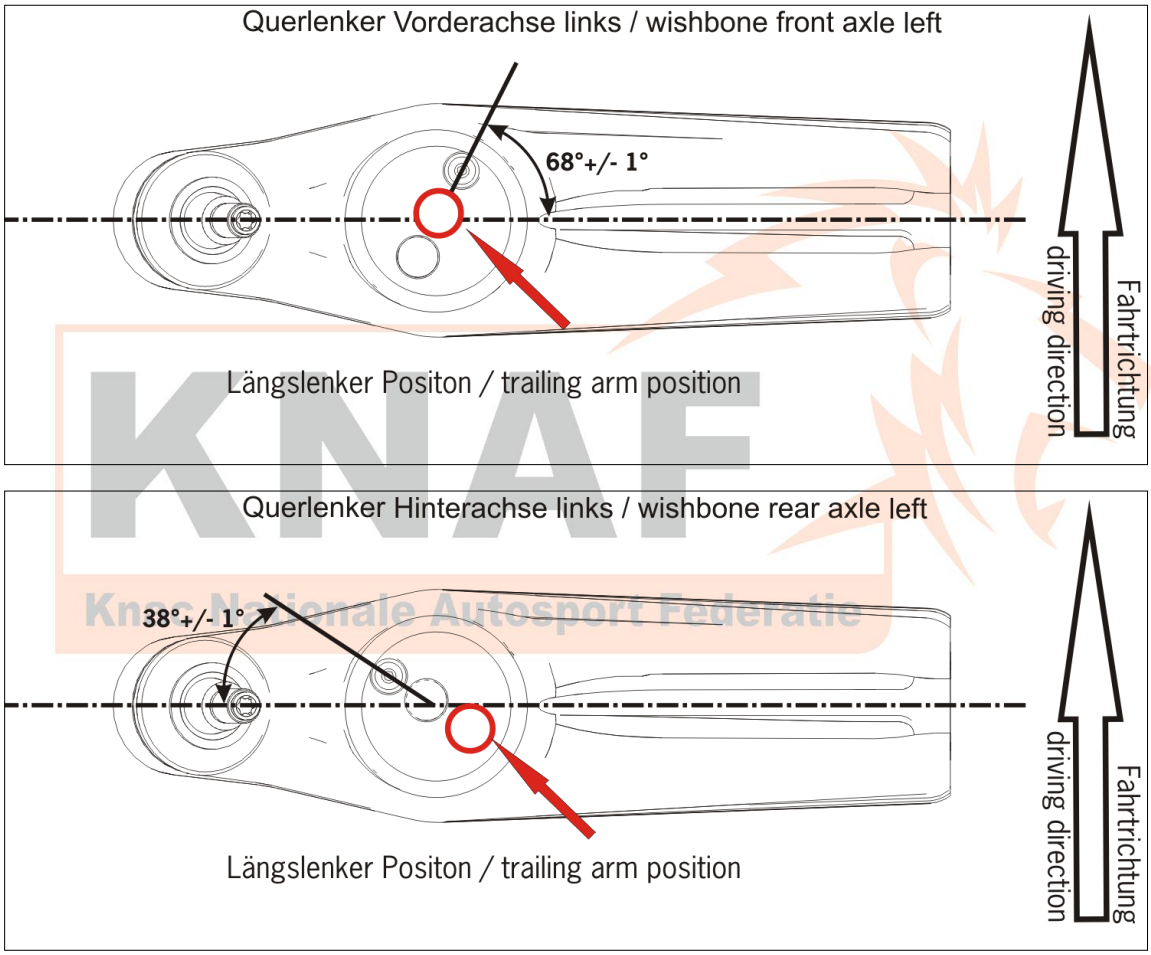
6.4.2 Gear ratio

The gear ratio of the 4th gear(20/28) and the 5th gear(23/26) must be changed as follows:
New part numbers: 4th gear 997.302.964.8J
5th gear 997.302.966.8N

6.4.3 Plate for underbody

Un underbody plate to protect the fuel tank has to be mounted.
New part number: 997.504.927.9H.

6.5 Attachment 16: Wishbone



6.6 Attachment 17: Fire extinguisher ‘anti-torpedo tab’

GT3 Cup Challenge Benelux informs that all 997 GT3 Cup cars contesting a GT3 Cup Challenge Benelux event or other events under FIA jurisdiction. Are only eligible to compete with the additional bracket fire extinguisher ‘anti-torpedo tab’ fitted in accordance with FIA Art.253. This regulation is in effect since 01.01.2016.

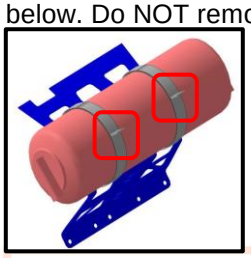
6.6.1 Parts list

Pos	Part number	Description	Pieces per car
1	9F0.880.909	Additional bracket fire extinguisher	1

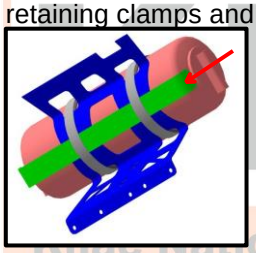
6.6.2 Modification instructions

Deactivate fire extinguisher system – switch to ‘OFF’ position, red LED does NOT glow.

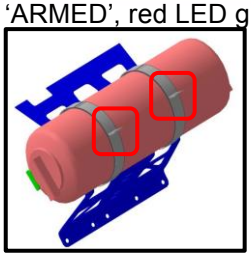
Loosen the fire extinguisher reservoir retaining clamps at the points indicated in the image below. Do NOT remove the fire extinguisher.



With the fire extinguisher reservoir still in position insert the additional bracket between the retaining clamps and underside of the reservoir mounting bracket as shown in the image below.



Tighten the retaining clamps. Reactivate the fire extinguisher system, move the switch to ‘ARMED’, red LED glows.



7. Technical Rules Porsche 997 GT3 Cup MK1 MY 2005-2009

7.1 Overview of the participating groups/classes

As specified in the sporting regulations

7.2 Basis of the technical rules

• Articles 251-253 of Attachment J (International Sporting Code of the FIA)
• General provisions, definitions and clarifications regarding the Technical Rules (DMSB Manual, blue part)
• These Technical Rules

7.3 General/preamble

With the exception of the changes and/or deviations expressly listed in these rules, all additional measures shall be prohibited, unless the series organiser issues provisions
(in consultation with the KNAF) which allow or require further changes or deviations.
Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

7.4 Driver`s equipment

7.4.1 Drivers must wear the following items:

• Overalls in accordance with FIA Standard 8856-2000
• Underwear (with long arms and legs) in accordance with FIA Standard 8856-2000
• Balaclava in accordance with FIA Standard 8856-2000
• Socks and shoes in accordance with FIA Standard 8856-2000
• Gloves in accordance with FIA Standard 8856-2000
• Helmet including HANS clips in accordance with FIA regulations (Attachment L to the International Sporting Code) must be worn at all times during practice, qualifying and qualification rounds.

7.4.2 Head and Neck Restraint System (HANS or comparable system)

The use of an FIA approved Head and Neck Restraint System (HANS) in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship Responsibility for the necessary modifications to the driver's equipment in order to enable use of the HANS system and installation of same in the vehicle lies solely with the participant. The respective certificate of the manufacturer is to be presented at the technical inspection.

7.4.3 Drinking System

A drinking system may be used. Prior to use it has to be approved by Technical Scrutineering and the organiser.

7.4.4 Cooling System

A cooling system may be used. Prior to use it has to be approved by technical scrutineering and the organiser. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

7.5 General regulations

7.5.1 Permitted modifications and built-in components

Work may be carried out within the normal scope of vehicle maintenance or for the purpose of replacing parts damaged as a result of wear or accidents.
Modifications and built-in components are only allowed within the scope defined below. Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts.
The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is prohibited. In isolated cases, such components may be authorised in writing by the series organiser. Standard fastening components on the complete vehicle, such as nuts, bolts, washers, spring rings, spring washers, split pins, may only be replaced by genuine Porsche parts. In the case of threads, the thread type, size and pitch (e.g. M8x1.25) are to be retained.

7.6 Vehicle weight and ground clearance

7.6.1 Vehicle weight

When the vehicle is ready to be driven, its minimum weight excluding driver and fuel must be 1170 kg at all times during the racing event.

7.6.2 Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (without driver and fuel) must not be less than the specified dimension, as measured at the specified measuring points, at any time of the racing event.
Tyre pressure must be no less than 1.5bar. If the tyre pressure is lower than 1.5bar, they may be inflated to max 1.5 bar.
For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 68 mm and the clearance at the rear axle a minimum of 115 mm. The measuring points (see Attachment 18) at the front axle are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface and the machined surface on the side section of the rear axle in relation to the reference surface. The ground clearance may be changed within the existing adjustment range.

For the purpose of setting the measuring point on the front axle a washer of Part No. 997.341.641.90 of exactly 8 mm in width requires to be added (Attachment 18). This results in the minimum ground clearance at the front axle of 68 mm.
The measurement is to be taken on a surface in the paddock indicated by the series organiser at the start of the relevant event. This surface is binding as the reference surface for the relevant event.

7.7 Engine capacity factor for turbocharged engines

Not applicable.

7.8 Emissions regulations

The current KNAF emissions regulations (are to be observed).
The vehicles must be equipped with a catalytic converter in accordance with the KNAF exhaust gas specifications.

7.9 Noise regulations

The noise generated by the car must not exceed 107 dB (A) at 3800 rpm, or at three-quarter maximum revs if this is less. This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

7.10 Advertising regulations and starting numbers on the vehicle

As specified in the sporting regulations

7.11 Safety equipment

The vehicles must use the following safety equipment. Group N safety regulations apply. Exception: Article 253, Point 11, “Door retaining nets recommended”. Unless indicated to the contrary, the articles stated refer to the current Attachment J to the FIA’s International Sporting Code.

7.11.1 Roll cage

The welded roll cage with DMSB certificate No. 23-24/67-S… of model year 2009 is compulsory and must not be modified.

7.11.2 Fire extinguisher

As standard, a fire extinguishing system is to be installed which satisfies the regulations in Attachment J (FIA’s International Sporting Code), Art. 253, point 7.2. The fire extinguishing system and the installation position specified by the factory must not be changed.

7.11.3 Towing lugs

The towing lugs delivered with the vehicle in accordance with DMSB regulations (DMSB manual, blue part) must be properly fitted for the duration of the event and marked in yellow, red or orange.

7.11.4 Seat

Standard seat with FIA homologation in accordance with FIA Standard 8855-1999
(also see article 5.8 b).

7.11.5 Safety belts

An FIA-homologated 6-point seat belt complying with FIA D-130.T/98, manufactured by SCHROTH, is to be used. The Head and Neck Restraint System, used in accordance with point 4.4 of these requirements, must be compatible with the seat belt.

7.11.6 Circuit breaker

A circuit breaker in accordance with Attachment J (FIA’s International Sporting Code), Art. 253, point 13, is to be used.

7.12 Fuel

The allowed fuel and supplier for an event will be communicated in the Supplementary Regulations of the event. This fuel will always be standard commercial unleaded fuel (minimum 98 ROZ Super Plus) in accordance with Attachment J (FIA’s International Sporting Code), Art. 252, point 9, which corresponds to DIN EN 228
All additives are prohibited. All chemical or thermal changes to the fuel are forbidden.

7.13 Definitions

In addition to the definitions in the “General regulations, definitions and clarifications regarding the Technical Rules” the definitions set out in Attachment J (FIA’s International Sporting Code), Art. 251 shall apply.

7.14 Pré-Event Scrutineering, Scrutineering and Parc Fermé rules

7.14.1 General

Before the start of each event a Pré Event Scrutineering time table will be made up. It's the competitors responsibility to attend the scrutineering in time, at least 15 minutes in advance. If the competitor can't attend in time, the Technical Manager of the PGT3CCB and/or Official Scrutineer of the RACB must be informed before the start of the Pré Event Scrutineering session. If this isn't the case a sanction will be decided by the Steward of the meeting.

Per car only 2 mechanics, 1 team manager and the driver of the car are allowed in the scrutineering bay. All persons whose car isn't scrutineered at the moment aren't allowed in the scrutineering bay.

The GT3 Cup car will be checked on safety, documentation, additional ballast sealing, car layout, general conformity, 'Go Pro' camera system…

If the competitor has the authorisation to leave the scrutineering area, the competitor has the possibility to weight the car and measure the ground clearance with the official equipment of the organiser.

The competitors need to present the Porsche 991 GT3 Cup cars in perfect condition!

7.14.2 What to bring to the scrutineering area for the Pré Event Scrutineering:

- Porsche 991 GT3 Cup car (stickers + 'Go Pro'-system + ballast,…)
- Documentation of the vehicle:
  - -Data sheet
  - -Safety cage certificate
  - -fuel tank certificate
- -Drivers' racing equipment:(First event, new equipment, new driver)
  - -Overall (mandatory logos)
  - -Underwear
  - -Balaclava
  - -Socks & shoes
  - -Gloves
  - -Helmet
  - -Hans-system
  - -…
- Additional equipment:
  - -Bottle of compressed air
  - -Air jack
  - -Safety system to put under the car
  - -Nut gun / torque wrench
  - -Wrench socket centre lock
  - -…

Please mention the installation of a radio communication system and/or drink system in de cup car.

7.14.3 What to bring to the scrutineering area after qualifying and race:

-Bottle of compressed air
-Air jack
-Safety system to put under the car
-Nut gun / torque wrench
-Wrench socket centre lock
-Equipment to defuel
-Fire extinguisher
-…

8. Special Tech. Requirements Porsche 997 GT3 Cup MK1 MY 2005-2009

8.1 General

Technically identical vehicles with the designation Porsche 911 GT3 Cup (Type 997), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the GT3 Cup Challenge Benelux. Only vehicles of model year 2009 as well as of model year 2008 shall be authorised.
The vehicles must comply with the requirements of these 2013 Technical Rules. Technical inspection of the vehicles is under taken by the technical scrutineers.
The following special technical requirement applies in addition to the general technical requirement in Article 4 (Items 4.1 - 4.13):
Everything that is not expressly permitted in this regulation is prohibited. Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

8.2 General vehicle description

Porsche 911 GT3 Cup (Type 997), Year of manufacturing 2005/6/7/8/9.

8.2.1 Concept

- Single-seated near standard race vehicle built according to Porsche Cup regulations and specification
- Based on the 911 GT3 1st generation

8.2.2 Engine

- Water-cooled flat six-cylinder boxer engine
- 3,598 ccm, stroke 76.4 mm, bore dia. 99.98 mm
- Max. power: 309 kW (420 bhp)
- Max. torque 420 Nm
- Max. rpm: 8200 rpm
- Four valves per cylinder
- Dry-sump lubrication
- Two-stage resonance intake manifold, central air intake
- Electronic engine management MS 3.1
- Sequential multi-point fuel injection
- Required fuel quality: Super Plus unleaded, 98 ROZ
- Racing exhausts system with lambda-probe-equipped catalytic converter (400 cubicles)
- Twin-branch centre exhaust tailpipe

8.2.3 Transmission

- Six-speed sequential dog-type gearbox

8.2.3.1 Gear ratios

- bevel crown wheel 8/32 i= 4.000
  - 1st gear 12/38 i= 3.17
  - 2nd gear 15/32 i= 2.13
  - 3rd gear 18/31 i= 1.72
  - 4th gear 20/28 i= 1.40
  - 5th gear 23/26 i= 1.13
  - 6th gear 29/27 i= 0.93
- Pressure-oil lubrication
- Oil-water heat exchanger
- Single-mass flywheel
- Hydraulic clutch centre-release mechanism
- 5.5” triple-disc sintered-metal clutch
- Limited slip differential 40/60%
- Rear-wheel drive

8.2.4 Body/equipment

- Self-supporting body shell made of galvanised sheet steel
- Carbon-fibre doors with window frame and plastic rear-view mirrors
- Carbon-fibre rear lid with adjustable rear wing
- Welded-in roll cage
- Air jack system
- Aerodynamically optimised front bumper and front spoiler cage
- Carbon-fibre rear bumper
- Racing seat (driver side only) with fire-retardant upholstery
- Six-point seat belt, optimised for use with HANS System
- Removable steering wheel (with quick-release coupling)
- Electric fire extinguisher
- 100L FT3 Tank mandatory.
- Safety retainer for battery fixation

8.2.5 Suspension/Chassis

Front axle

- McPherson strut-type axle
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Blade-type anti-roll bar
- Damper mounted to upright with twin-clamp system
- Power steering with electro-hydraulic pressure feed

Rear axle

- Multilink rear suspension with rigidly mounted subframe
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Reinforced, continuously variable rear axle track rod
- Blade-type anti-roll bar
- Suspension continuously variable (height, camber, track)

8.2.6 Brake system

Brake system with one brake master cylinder each for the front-axle brake hydraulic circuit (diameter 20.6 mm), marked orange, and the rear-axle brake hydraulic circuit (diameter 19.05mm), marked green. With adjustable bias bar.

Front axle

- Six-piston aluminium callipers, single-piece
- Steel disks part number 997.351.409.92 left 997.351.410.92 right
- Pagid RS14 or Pagid RS29

Rear axle

- Four-piston aluminium callipers, single-piece
- Steel brake disks part number 997.352.107.A1 left 997.352.108.A1 right
- Pagid RS14 or Pagid RS29

8.2.7 Rims/tyres

Front axle

- Three-piece BBS centre-lock aluminium rims (9 J x 18), rim offset 43
- Michelin tyres 24/64-18

Rear axle

- Three-piece BBS centre-lock aluminium rims (11 J x 18), rim offset 30
- Michelin tyres 27/68-18

8.2.8 Electrics

- Motec display with integrated data recording
- Battery: 12 volts, 50 Ah 999.611.053.20, mandatory OEM cover for battery positive pole
- 90 Ah generator

8.2.9 Weight

- Minimum 1170 kg

8.3 Engine
Engines can be called in at the instructions of the race director and the sports stewards and inspected at the entrants' expense.

8.4 Power transmission (gearbox/differential lock)
The ramp angle of the differential lock is 32°± 17' (pull) and 45°± 17' (push). The ramp angles are determined from the axis of rotation (Attachment 19). This results in a locking ratio of 40/60 % in conjunction with the locking plates.
The minimum locking torque of the differential lock is achieved when the torque, as measured at the wheel nut with blocked meshing gear , stands at 100 Nm. At no point during the racing event may the torque fall below this minimum level. When checking the torque by the technical scrutineer, the tool defined by the series organiser must be used.

8.5 Brakes (brake pads/brake discs)
Only vehicles fitted with the Porsche Steel brakes and Red brake callipers (part numbers:
FL 997.351.431.90, FR 997.351.432.90, RL 997 352 457 90, RR 997.352.458.90) are permitted in the GT3 Cup Challenge Benelux See 5.1.1.7 Suspension/Chassis.
Vehicles from other racing series must be converted accordingly before the technical inspection.

8.6 Steering (steering wheel/ hub extension)
Only genuine OMP and Krontec hub extensions are allowed to be installed. The longitudinal adjustment facility which is available as standard may be used. Any alteration must be permitted by the technical scrutineers.

8.7 Suspension (chassis)
The chassis may be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible thicknesses of the spacer washers in the front and rear axle control arms are:
Front axle: 13 mm
Rear axle: 10 mm
The semi-trailing arms in the front control arms must be left in the position in which they are delivered (shortest wheelbase). (Mid-position is not permitted.)
The wheel-side bearing points of the rear control arms must be left in the mid-position as delivered and must not be rotated.
The wheel base must be 2355mm +/- 10mm

8.7.1 Anti-roll bars
The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided may be used.

8.7.2 Shock absorbers/springs
Only the factory-installed Sachs shock absorbers and H&R chassis springs in their original conditions may be used.

8.8 Wheels and tyres
Only the version of Michelin tyres approved for the series of races may be used for the duration of the event. The tyres for the relevant event are to be obtained on site from Michelin. There are no specifications for the tyre pressure, but Michelin's recommendations and instructions should be observed. Only atmospheric air may be used to inflate the tyres.
All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other measures that change the temperature of the tyres is prohibited for the entire duration of an event. From the beginning of the prestart until the end of the session it is forbidden to cover the admitted tyres.

8.9 Body and dimensions

8.9.1 Body, exterior (including windows)

Only the genuine Porsche 911 GT3 Cup (Type 997) side and rear windows (in accordance with FIA requirements, Attachment J, Art. 257.3) in their original version are permissible.

8.9.1.1 Front Screen

As a protection of the screen and as a safety aspect so-called “tear off screens” are permitted. The fixing will be controlled on the acceptance test and has to be removed at request of the technical scrutineers.
The installation of a heated front screen is permissible

8.9.1.2 Side window:

Part No. 997.543.011.9D
Part No. 997.543.012.9D

8.9.1.3 Rear window:

Part No. 997.545.111.92
The body must be left in the condition in which it was delivered. This also means that it is not permissible to change the areas on the rear wheel housings machined in the factory.
one version of front lip is approved for use on the Porsche 911 GT3 Cup (Type 997):

8.9.1.4 Front lip open

Part No. 997.505.983.91

8.9.2 Passenger compartment/cockpit

8.9.2.1 Seat

The seat can be adjusted by removing or adding upholstery. The original mounting (seat rail and bracket) may be retained. An XL seat may optionally be used.
The use of modified original seat brackets according to Attachment 20 in combination with original seat rails changed from left to right and vice versa is optionally permitted. Any alteration must be permitted by the technical scrutineers.
Ventilation in the passenger compartment
Only the factory-fitted ventilation pipe (NACA intake on the front opening hood) is permissible for the cabin ventilation. The supply of air to the windscreen must not be obstructed. For additional ventilation of the passenger compartment part number 997.572.365.90 may also be used. Only the existing original ventilation openings in the rear side windows are permitted.

8.10 Aerodynamic aids (rear wing)

The original position of the wing section may be changed within the specified scope for adjustment.
A gurney flap (Part No. 997.512.105.90) is to be mounted on the rear wing. This flap must be fitted during all events
The transition between rear wing and Guerney-Flap has to be fixed with a 50 mm wide 3M Helitape (Part No. 999.911.650.40). The tape has to be fixed up to the angle/corner of the Guerney-Flap.
The Guerney-Flap must not be modified mechanically and/or painted.

8.11 Electrical equipment

Engine electronic control units
Only the Motronic electronic control units coded and sealed by the series organiser for the races may be used throughout the entire event.
The Motronic electronic control unit including the complete wiring loom must be used without modification. The series organiser or the technical scrutineer reserves the right to check or exchange the Motronic electronic control or record the engine characteristic data at any time during the event.
The series organiser reserves the right to reprogramme the Motronic electronic control units and to reseal the plug-in connector for reading the electronic control units at the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.
The use of laptops/computers in the pit lane is forbidden for teams during qualifying and the classification rounds from the “pre start” to the end of the “Parc Fermé”.

8.12 Fuel circuit

Standard circuit.
Fuel in accordance with Article 4.12.

8.13 Lubrication system

8.13.1 Engine

MOBIL1 engine oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited.

8.13.2 Gearbox

Mobilube 1SHC 75W-90 transmission oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited. There has to be a minimum of 3.3 litre transmission oil in the gearbox at all times.

8.14 Data transmission (telemetry, radio telephony, data recording)

The use of telemetry in the vehicle is prohibited. Use of the factory-fitted data recording system manufactured by MoTeC with the designation “GT3 Cup” is compulsory. The MoTeC system is assigned to the vehicle chassis number and must not be exchanged.
All recorded data relating to practice, to qualifying or to a classification round must be made available to the technical scrutineer or the series organiser. The installation of steering angle sensors and brake pressure sensors and expansion of the memory to 16 MB are permitted. In this case, it is absolutely essential to use genuine components manufactured by MoTeC.

8.15 Comments

Any permitted changes may only serve the intended purpose. Should problems occur with regard to interpretation of the rules, the series organiser shall decide according to the “essential purpose of the rules”. The KNAF sports disciplinary bodies also have jurisdiction in such matters. The series organiser reserves the right to amend and extend these rules (in consultation with KNAF)

9. Attachments Porsche 997 GT3 Cup MK1 MY 2005-2009

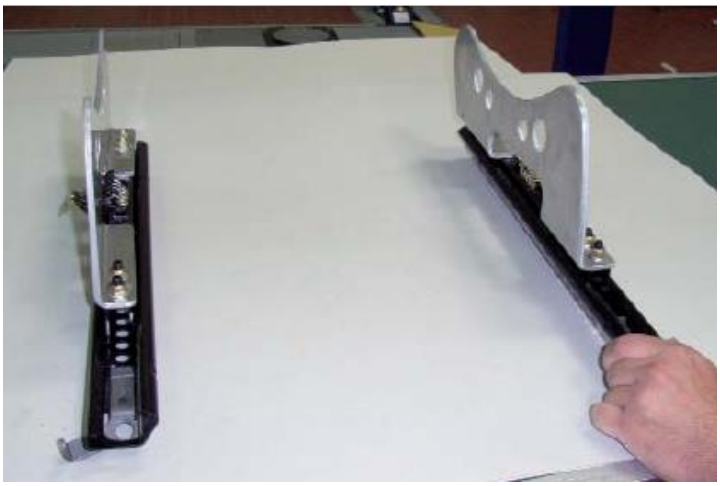
9.1 Attachment 18: Minimum ground clearance of rear axle

Minimum ground clearance of front axle

9.2 Attachment 19: Differential lock, ramp angle

9.3 Attachment 20: Seat adapter/rail mod. for drivers taller than 1.88m

Seat rail positioning as used to date in Cup



Right and left seat rails swapped

Seat rails and seat adapters fitted as previously in Cup

Seat adapters as previously (but unpainted here). Fixing holes for seat attachment lowered by max. 30 mm (with approval from OMP). Spacer of approx. 5 mm in thickness between seat shell and adapter. Only seat adapters without holes may be used for the above modification.

9.4 Attachment 21: Fire extinguisher ‘anti-torpedo tab’:

GT3 Cup Challenge Benelux informs that all 997 GT3 Cup cars contesting a GT3 Cup Challenge Benelux event or other events under FIA jurisdiction. Are only eligible to compete with the additional bracket fire extinguisher ‘anti-torpedo tab’ fitted in accordance with FIA Art.253. This regulation is in effect since 01.01.2016.

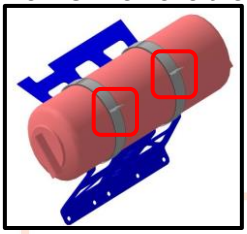
9.4.1 Parts list.

Pos	Part number	Description	Pieces per car
1	9F0.880.909	Additional bracket fire extinguisher	1

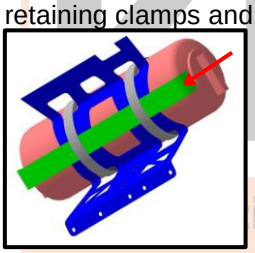
9.4.2 Modification instructions.

Deactivate fire extinguisher system – switch to ‘OFF’ position, red LED does NOT glow.

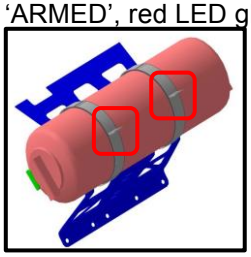
Loosen the fire extinguisher reservoir retaining clamps at the points indicated in the image below. Do NOT remove the fire extinguisher.



With the fire extinguisher reservoir still in position insert the additional bracket between the retaining clamps and underside of the reservoir mounting bracket as shown in the image below.



Tighten the retaining clamps. Reactivate the fire extinguisher system, move the switch to ‘ARMED’, red LED glows.



10. Technical Rules Porsche 996 GT3 Cup MY 1999-2005

10.1 Overview of the participating groups/classes

As specified in the sporting regulations

10.2 Basis of the technical rules

• Articles 251-253 of Attachment J (International Sporting Code of the FIA)
• General provisions, definitions and clarifications regarding the Technical Rules (DMSB Manual, blue part)
• These Technical Rules

10.3 General/preamble

With the exception of the changes and/or deviations expressly listed in these rules, all additional measures shall be prohibited, unless the series organiser issues provisions
(in consultation with the KNAF) which allow or require further changes or deviations.
Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

10.4 Driver`s equipment

10.4.1 Drivers must wear the following items

• Overalls in accordance with FIA Standard 8856-2000
• Underwear (with long arms and legs) in accordance with FIA Standard 8856-2000
• Balaclava in accordance with FIA Standard 8856-2000
• Socks and shoes in accordance with FIA Standard 8856-2000
• Gloves in accordance with FIA Standard 8856-2000
• Helmet including HANS clips in accordance with FIA regulations (Attachment L to the International Sporting Code) must be worn at all times during practice, qualifying and qualification rounds.

10.4.2 Head and Neck Restraint System (HANS or comparable system)

The use of an FIA approved Head and Neck Restraint System (HANS) in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship
Responsibility for the necessary modifications to the driver's equipment in order to enable use of the HANS system and installation of same in the vehicle lies solely with the participant. The respective certificate of the manufacturer is to be presented at the technical inspection.

10.4.3 Drinking System

A drinking system may be used. Prior to use it has to be approved by Technical Scrutineering and the organiser.

10.4.4 Cooling System

A cooling system may be used. Prior to use it has to be approved by technical scrutineering and the organiser. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

10.5 General regulations

10.5.1 Permitted modifications and built-in components

Work may be carried out within the normal scope of vehicle maintenance or for the purpose of replacing parts damaged as a result of wear or accidents.
Modifications and built-in components are only allowed within the scope defined below. Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts.
The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is prohibited. In isolated cases, such components may be authorised in writing by the series organiser. Standard fastening components on the complete vehicle, such as nuts, bolts, washers, spring rings, spring washers, split pins, may only be replaced by genuine Porsche parts. In the case of threads, the thread type, size and pitch (e.g. M8x1.25) are to be retained.

10.6 Vehicle weight and ground clearance

10.6.1 Vehicle weight

When the vehicle is ready to be driven, its minimum weight excluding driver and fuel must be 1160 kg at all times during the racing event.

10.6.2 Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (without driver and fuel) must not be less than the specified dimension, as measured at the specified measuring points, at any time of the racing event.
Tyre pressure must be no less than 1.5bar. If the tyre pressure is lower than 1.5bar, they may be inflated to max 1.5 bar.
For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 86 mm and the clearance at the rear axle a minimum of 107 mm. The measuring points (see Attachment 22) at the front axle are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface and the machined surface on the side section of the rear axle in relation to the reference surface. The ground clearance may be changed within the existing adjustment range.
The measurement is to be taken on a surface in the paddock indicated by the series organiser at the start of the relevant event. This surface is binding as the reference surface for the relevant event.

10.7 Engine capacity factor for turbocharged engines

Not applicable.

10.8 Emissions regulations

The current KNAF emissions regulations (are to be observed.
The vehicles must be equipped with a catalytic converter in accordance with the KNAF exhaust gas specifications.

10.9 Noise regulations

The noise generated by the car must not exceed 107 dB (A) at 3800 rpm, or at three-quarter maximum revs if this is less. This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust. All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

10.10 Advertising regulations and starting numbers on the vehicle

As specified in the sporting regulations

10.11 Safety equipment

The vehicles must use the following safety equipment. Group N safety regulations apply. Exception: Article 253, Point 11, “Door retaining nets recommended”. Unless indicated to the contrary, the articles stated refer to the current Attachment J to the FIA’s International Sporting Code.

10.11.1 Roll cage

The welded roll cage with DMSB certificate No. 23-2/67-S… of model year 2005is compulsory and must not be modified.

10.11.2 Fire extinguisher

As standard, a fire extinguishing system is to be installed which satisfies the regulations in Attachment J (FIA’s International Sporting Code), Art. 253, point 7.2. The fire extinguishing system and the installation position specified by the factory must not be changed.

10.11.3 Towing lugs

The towing lugs delivered with the vehicle in accordance with DMSB regulations (DMSB manual, blue part) must be properly fitted for the duration of the event and marked in yellow, red or orange.

10.11.4 Seat

Standard seat with FIA homologation in accordance with FIA Standard 8855-1999
(also see article 5.8 b).

10.11.5 Safety belts

An FIA-homologated 6-point seat belt complying with FIA D-130.T/98, manufactured by SCHROTH, is to be used. The Head and Neck Restraint System, used in accordance with point 4.4 of these requirements, must be compatible with the seat belt.

10.11.6 Circuit breaker

A circuit breaker in accordance with Attachment J (FIA’s International Sporting Code), Art. 253, point 13, is to be used.

10.12 Fuel

The allowed fuel and supplier for an event will be communicated in the Supplementary Regulations of the event. This fuel will always be standard commercial unleaded fuel (minimum 98 ROZ Super Plus) in accordance with Attachment J (FIA’s International Sporting Code), Art. 252, point 9, which corresponds to DIN EN 228
All additives are prohibited. All chemical or thermal changes to the fuel are forbidden.

10.13 Definitions

In addition to the definitions in the “General regulations, definitions and clarifications regarding the Technical Rules” the definitions set out in Attachment J (FIA’s International Sporting Code), Art. 251 shall apply.

10.14 Pré-Event Scrutineering, Scrutineering and Parc Fermé rules

10.14.1 General

Before the start of each event a Pré Event Scrutineering time table will be made up. It's the competitors responsibility to attend the scrutineering in time, at least 15 minutes in advance. If the competitor can't attend in time, the Technical Manager of the PGT3CCB and/or Official Scrutineer of the RACB must be informed before the start of the Pré Event Scrutineering session. If this isn't the case a sanction will be decided by the Steward of the meeting.

Per car only 2 mechanics, 1 team manager and the driver of the car are allowed in the scrutineering bay. All persons whose car isn't scrutineered at the moment aren't allowed in the scrutineering bay.

The GT3 Cup car will be checked on safety, documentation, additional ballast sealing, car layout, general conformity, 'Go Pro' camera system…

If the competitor has the authorisation to leave the scrutineering area, the competitor has the possibility to weight the car and measure the ground clearance with the official equipment of the organiser.

The competitors need to present the Porsche 991 GT3 Cup cars in perfect condition!

10.14.2 What to bring to the scrutineering area for the Pré Event Scrutineering:

- Porsche 991 GT3 Cup car (stickers + 'Go Pro'-system + ballast,…)
- Documentation of the vehicle:
  - -Data sheet
  - -Safety cage certificate
  - -fuel tank certificate
- -Drivers' racing equipment:(First event, new equipment, new driver)
  - -Overall (mandatory logos)
  - -Underwear
  - -Balaclava
  - -Socks & shoes
  - -Gloves
  - -Helmet
  - -Hans-system
  - -…
- Additional equipment:
  - -Bottle of compressed air
  - -Air jack
  - -Safety system to put under the car
  - -Nut gun / torque wrench
  - -Wrench socket centre lock
  - -…

Please mention the installation of a radio communication system and/or drink system in de cup car.

10.14.3 What to bring to the scrutineering area after qualifying and race:

-Bottle of compressed air
-Air jack
-Safety system to put under the car
-Nut gun / torque wrench
-Wrench socket centre lock
-Equipment to defuel
-Fire extinguisher
-…

11. Special Technical Requirements Porsche 996 GT3 Cup MY 1999-2005

11.1 General

Technically identical vehicles with the designation Porsche 911 GT3 Cup (Type 996, built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the GT3 Cup Challenge Benelux. Vehicals of model year 1999 up to 2005 shall be authorised.
The vehicles must comply with the requirements of these 2013 Technical Rules. Technical inspection of the vehicles is under taken by the technical scrutineers.
The following special technical requirement applies in addition to the general technical requirement in Article 4 (Items 4.1 - 4.13):
Everything that is not expressly permitted in this regulation is prohibited. Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

11.2 General vehicle description

Porsche 911 GT3 Cup (Type 996, Year of manufacturing 1999 up to 2005)

11.2.1 Concept:

- Single-seated near standard race vehicle built according to Porsche Cup regulations and specification
- Based on the 911 GT3 996

11.2.2 Engine:

- Water-cooled flat six-cylinder boxer engine
- 3,598 ccm, stroke 76.4 mm, bore dia. 99.98 mm
- Max. power: 287 kW (390 bhp)
- Max. torque 390Nm
- Max. rpm: 8000 rpm
- Four valves per cylinder
- Dry-sump lubrication
- Two-stage resonance intake manifold, central air intake
- Electronic engine management MS 3.1
- Sequential multi-point fuel injection
- Required fuel quality: Super Plus unleaded, 98 ROZ
- Racing exhausts system with lambda-probe-equipped catalytic converter (400 cubicles)
- Twin-branch centre exhaust tailpipe

11.2.3 Transmission

- Six-speed manual gearbox

11.2.3.1 Gear ratios

- Bevel crown wheel 8/32 i= 4.000
  - 1st gear 13/41 i= 3.15
  - 2nd gear 20/40 i= 2.00
  - 3rd gear 25/39 i= 1.56
  - 4th gear 26/34 i= 1.31
  - 5th gear 32/35 i= 1.09
  - 6th gear 34/31 i= 0.91
- Pressure-oil lubrication
- Oil-water heat exchanger
- Single-mass flywheel
- Hydraulic clutch
- Single-disc sintered-metal clutch
- Limited slip differential 40/60%
- Rear-wheel drive

11.2.4 Body/equipment

- Self-supporting body shell made of galvanised sheet steel
- Carbon-fibre doors with window frame and plastic rear-view mirrors
- Carbon-fibre rear lid with adjustable rear wing
- Welded-in roll cage
- Air jack system
- Aerodynamically optimised front bumper and front spoiler cage
- Carbon-fibre rear bumper
- Racing seat (driver side only) with fire-retardant upholstery
- Six-point seat belt, optimised for use with HANS System
- Removable steering wheel (with quick-release coupling)
- Electric fire extinguisher
- 100L FT3 Tank mandatory.
- Safety retainer for battery fixation

11.2.5 Suspension/Chassis

Front axle

- McPherson strut-type axle
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Damper mounted to upright with twin-clamp system
- Mechanical power steering

Rear axle

- Multilink rear suspension with rigidly mounted subframe
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Reinforced, continuously variable rear axle track rod
- Suspension continuously variable (height, camber, track)

11.2.6 Brake system

The Porsche 996 cup has a pneumatic assisted brake system.
The regulation of the braking is controlled by a ABS 5 unit.

Front axle

- Six-piston aluminium callipers, single-piece
- Steel disks part number 996.351.409.9J left 996.351.410.9J right
- Brake pads Free

Rear axle

- Four-piston aluminium callipers, single-piece
- Steel brake disks part number 996.352.405.90 left 996.352.406.90 right
- Brake pads free

11.2.7 Rims/tyres

Front axle

- Three-piece BBS centre-lock aluminium rims (9 J x 18), ET 46
- Michelin tyres 24/64-18

Rear axle

- Three-piece BBS centre-lock aluminium rims (11 J x 18), ET 59
- Michelin tyres 27/68-18

11.2.8 Electrics

- Battery: 12 volts, 50 Ah, mandatory OEM cover for battery positive pole
- 90 Ah generator

11.2.9 Weight:

- Min.1160 Kg.

11.3 Engine

Engines can be called in at the instructions of the race director and the sports stewards and inspected at the entrants' expense.

11.4 Power transmission (gearbox/differential lock)

The ramp angle of the differential lock is 32°± 17' (pull) and 45°± 17' (push). The ramp angles are determined from the axis of rotation (Attachment 2). This results in a locking ratio of 40/60 % in conjunction with the locking plates.
The minimum locking torque of the differential lock is achieved when the torque, as measured at the wheel nut with blocked meshing gear , stands at 100 Nm. At no point during the racing event may the torque fall below this minimum level. When checking the torque by the technical scrutineer, the tool defined by the series organiser must be used.

11.5 Brakes (brake pads/brake discs)

Only vehicles fitted with the Porsche Steel brakes and Red brake callipers are permitted in the GT3 Cup Challenge Benelux See 5.1.1.7 Suspension/Chassis.
Vehicles from other racing series must be converted accordingly before the technical inspection.

11.6 Steering (steering wheel/ hub extension)

Only genuine OMP and Krontec hub extensions are allowed to be installed. The longitudinal adjustment facility which is available as standard may be used. Any alteration must be permitted by the technical scrutineers.

11.7 Suspension (chassis)

The chassis may be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible thicknesses of the spacer washers in the front and rear axle control arms are:
Front axle: 13 mm
Rear axle: 10 mm
The semi-trailing arms in the front control arms must be left in the position in which they are delivered (shortest wheelbase). (Mid-position is not permitted.)
The wheel-side bearing points of the rear control arms must be left in the mid-position as delivered and must not be rotated.

11.7.1 Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided may be used.

11.7.2 Shock absorbers/springs

Only the factory-installed Sachs shock absorbers and H&R chassis springs in their original conditions may be used.

11.8 Wheels and tyres

Only the version of Michelin tyres approved for the series of races may be used for the duration of the event. The tyres for the relevant event are to be obtained on site from Michelin. There are no specifications for the tyre pressure, but Michelin's recommendations and instructions should be observed. Only atmospheric air may be used to inflate the tyres.
All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other measures that change the temperature of the tyres is prohibited for the entire duration of an event. From the beginning of the prestart until the end of the session it is forbidden to cover the admitted tyres.

11.9 Body and dimensions

11.9.1 Body, exterior (including windows)

Only the genuine Porsche 911 GT3 Cup (Type 996) side and rear windows (in accordance with FIA requirements, Attachment J, Art. 257.3) in their original version are permissible.

11.9.1.1 Front Screen:

As a protection of the screen and as a safety aspect so-called “tear off screens” are permitted. The fixing will be controlled on the acceptance test and has to be removed at request of the technical scrutineers.
The installation of a heated front screen is permissible
The body must be left in the condition in which it was delivered.

11.9.2 Passenger compartment/cockpit

11.9.2.1 Seat

The seat can be adjusted by removing or adding upholstery. The original mounting (seat rail and bracket) must be retained. An XL seat may optionally be used.
Any alteration must be permitted by the technical scrutineers.
Ventilation in the passenger compartment
Only the factory-fitted ventilation pipe on the left-hand side of the driver and the ventilation scoop on the windscreen panel to the right are permissible for the additional cabin ventilation. The supply of air to the windscreen must not be obstructed. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear side windows are permissible.

11.10 Aerodynamic aids (rear wing)

The original position of the wing section may be changed within the specified scope for adjustment.

11.11 Electrical equipment

Engine electronic control units
Only the Motronic electronic control units coded and sealed by the series organiser for the races may be used throughout the entire event.
The Motronic electronic control unit including the complete wiring loom must be used without modification. The series organiser or the technical scrutineer reserves the right to check or exchange the Motronic electronic control or record the engine characteristic data at any time during the event.
The series organiser reserves the right to reprogramme the Motronic electronic control units and to reseal the plug-in connector for reading the electronic control units at the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.
The use of laptops/computers in the pit lane is forbidden for teams during qualifying and the classification rounds from the “pre start” to the end of the “Parc Fermé”.

11.12 Fuel circuit

Standard circuit.
Fuel in accordance with Article 4.12.

11.13 Lubrication system

11.13.1 Engine:

MOBIL1 engine oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited.

11.13.2 Gearbox:

Mobilube 1SHC 75W-90 transmission oil is recommended. Any use of other engine oil is at the competitors own risk. All additives are prohibited. There has to be a minimum of 3.3 litre transmission oil in the gearbox at all times.

11.14 Data transmission (telemetry, radio telephony, data recording)

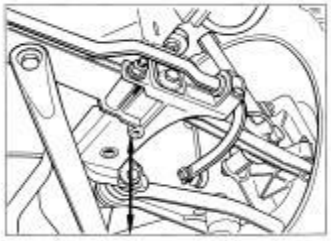
The use of telemetry in the vehicle is prohibited. Use of the factory-fitted data recording system manufactured by MoTeC with the designation “GT3 Cup” is optional. The MoTeC system is assigned to the vehicle chassis number and must not be exchanged.
All recorded data relating to practice, to qualifying or to a classification round must be made available to the technical scrutineer or the series organiser.

11.15 Comments

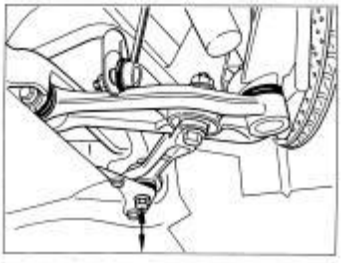
Any permitted changes may only serve the intended purpose. Should problems occur with regard to interpretation of the rules, the series organiser shall decide according to the “essential purpose of the rules”. The KNAF sports disciplinary bodies also have jurisdiction in such matters. The series organiser reserves the right to amend and extend these rules (in consultation with KNAF)

12. Attachments Porsche 996 GT3 Cup MY 1999-2005

12.1 Attachment 22: Minimum ground clearance of rear axle 107mm



Minimum ground clearance of front axle 86mm



12.2 Attachment 23: Differential lock, ramp angle.

12.3 Attachment 24: Fire extinguisher ‘anti-torpedo tab’:

GT3 Cup Challenge Benelux informs that all 996 GT3 Cup cars contesting a GT3 Cup Challenge Benelux event or other events under FIA jurisdiction. Are only eligible to compete with the additional bracket fire extinguisher ‘anti-torpedo tab’ fitted in accordance with FIA Art.253. This regulation is in effect since 01.01.2016.

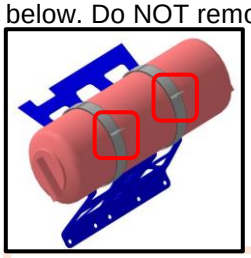
12.3.1 Parts list.

Pos	Part number	Description	Pieces per car
1	9F0.880.909	Additional bracket fire extinguisher	1

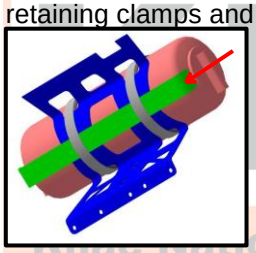
12.3.2 Modification instructions.

Deactivate fire extinguisher system – switch to ‘OFF’ position, red LED does NOT glow.

Loosen the fire extinguisher reservoir retaining clamps at the points indicated in the image below. Do NOT remove the fire extinguisher.



With the fire extinguisher reservoir still in position insert the additional bracket between the retaining clamps and underside of the reservoir mounting bracket as shown in the image below.



Tighten the retaining clamps. Reactivate the fire extinguisher system, move the switch to ‘ARMED’, red LED glows.