

PORSCHE

**ENDURANCE TROPHY
BENELUX**



Porsche Endurance Trophy Benelux Technical Regulations 2021

911 - TROPHY Cayman Clubsport - TROPHY

Foreword

The Porsche Endurance Trophy Benelux is meant for Porsche 911 GT3 Cup cars and Porsche Cayman GT4 Clubsport models built in the years as specified. In order to provide a fair competition between the Porsche drivers, all 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 parts sold some time after the production of their specific car,



APPROVED BY RACB SPORT : T01-BEL-PETB – B18



then they are encouraged to have the car checked by the Porsche Endurance Trophy Benelux Technical Manager before the start of the season.



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1. Chapter subdivisions

The hierarchy of the chapters is shown in the chart underneath.

The regulations stipulated in Part A, apply for all competing vehicles or clearly indicated as an exception. Further in Part B and C are all the general rules mentioned per class. The '911 Trophy' and the 'Cayman Clubsport Trophy'.

Then for each model a separated chapter is dedicated to the rules specific for the models. In some cases, as the 991 and 997 another subchapter is created to indicate the technical rules per model year or generation.

E.g.: 911 GT3 Cup, Type 991 Gen 1 MY 2015

Must comply with the technical rules stipulated in the following chapters:

PART A
PART B
B.2.0.
B.2.2.

PART A Porsche Endurance Trophy Benelux						
PART B 911 Trophy					PART C Cayman CS Trophy	
B.1.0. 992	B.2.0. 991		B.3.0. 997		B.4.0. 996	B.5.0. pré '97
B.1.1. 992	B.2.1. 991 gen 2	B.2.2. 991 gen 1	B.3.1. 997 mk 2	B.3.2. 997 mk 1	C.1.0. 982	C.2.0. 981

2. Source of spare parts catalogues

Spare parts catalogues, manuals, technical info's,...:

- PMRSI (motorsport.porsche.de) =>Registration form included with every new vehicle
- Porsche Centre
- Further applications: luc.goris@prospeed.be or armand.broekmans@prospeed.be

Sales Porsche Series parts & Equipment:

- Prospeed Competition bvba
Industrieweg 2050
B-3520 Zonhoven
Belgium
luc.goris@prospeed.be / raceparts@prospeed.be
- Porsche Centres

Sales Porsche Motorsport parts & Equipment:

- Prospeed Competition bvba
Industrieweg 2050
B-3520 Zonhoven
Belgium
luc.goris@prospeed.be / raceparts@prospeed.be

Sales Manthey Racing Parts & Equipment:

- Prospeed Competition bvba



Industrieweg 2050
B-3520 Zonhoven
Belgium
luc.goris@prospeed.be / raceparts@prospeed.be

3. Definitions

PETB	Porsche Endurance Trophy Benelux as the organiser of the event
Team	The entrant and entrant personnel
MY	Model Year, indicates the model version
Gen I	Porsche GT3 Cup Cars with model year 2013, 2014, 2015 and 2016
Gen II	Porsche GT3 Cup Cars with model year 2017, 2018 and 2019
Gauge block	A calibrated tool with specific dimension, which are not variable.
Pn.	Part number

4. Part numbers

Part number are indicated by the abbreviation 'pn.:'. Part number starting with 'MTH' refer to 'Manthey Racing' parts. Those parts can only be found in the Manthey Racing catalog form the concerning vehicle. Other part number not starting with 'MTH' are 'Porsche Motorsport' or 'Porsche Road' parts. In the Porsche Motorsport catalog of the concerning vehicle is indicated if the part is a Motorsport or a road part.



Part A.: Porsche Endurance Trophy Benelux - General Technical Regulations

In 'Part A Porsche Endurance Trophy Benelux General Technical Regulations' are the Technical Regulations described valid for all competing vehicles, or mentioned otherwise in the specific regulations per Class or per vehicle type.

5. General

Everything that is not expressly permitted in these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules.

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 of built-in components are only allowed within the scope, defined further in these Technical Regulations. Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts which are dedicated to the eligible vehicles. 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 are to be retained. Only Porsche genuine spare parts must be used. This means it is not allowed to use identical parts from the same manufacture without the Porsche parts number indication. If the entrant has doubts regarding any parts to be original, the entrant must check this with the Technical Manager, but it is the responsibility of the entrant to only use original Porsche parts. Parts and bodyshell must not be modified. In case of damage the car must be repaired to its original state.

The entrant who engage/signs up for the Porsche Endurance Trophy Benelux championship accepts and acknowledges these Technical Regulations. In any case it is the responsibility of the entrant to be in accordance with these Technical Regulations.

The Porsche Endurance Trophy Benelux, RACB, or Belcar Endurance organisation reserves the right to change the minimum vehicle weight at all times.

These organizations also have the rights to exclude or reject a vehicle if the vehicle type and/or performance doesn't fit in the global mindset or goal of the Porsche Endurance Trophy Benelux or Belcar Endurance series.

6. Responsibility warning

In some cases, the Porsche Endurance Trophy Benelux organisation tolerates modifications concerning the Porsche race car. The modifications/exceptions are clearly written and indicated with the word 'Remark' in the Technical Regulations and only valid for a specific Class or vehicle type. If a subject is indicated with a 'Remark' and it is tolerated do use not original Porsche parts, it is still strongly recommended to only used original Porsche parts found in the Spare Parts Catalog of the eligible vehicle.

- These modifications/exceptions could be, additional Porsche genuine spare parts available for the eligible vehicle, with are prohibited in a regular Porsche One Make Serie. The concerning parts, are in the Spare Parts Catalog of the eligible vehicle, indicated as an option.
- These modifications could be the use of, not by Porsche AG prescribed, consumables. Such as; brake pads, brake disks, liquids... Only parts original to the vehicle type found in the Spare Parts Catalog of the eligible vehicle have been tested for racing purposes. This modifications decrease the reliability of the Porsche race vehicle.
- Other tolerated modifications described in these Technical Regulations.



Porsche AG, Porsche Endurance Trophy Benelux, Belcar Endurance, RACB and Prospeed Competition (Technical Support) can't be held responsible, in any case, for the failure of the race vehicle and all the accompanying consequences. In all cases the entrant, including driver, team (broadest sense of the word) are fully responsible. Even for the tolerated exceptional modifications found in these regulations, the entrant is fully responsible at all times.

7. Classes

911 - TROPHY	Porsche 911 GT3 Cup, type 992	2021
	Porsche 911 GT3 Cup, type 991 Gen II	'17-'20
	Porsche 911 GT3 Cup, type 991 Gen I	'13-'16
	Porsche 911 GT3 Cup, type 997 MK II	'10-'13
	Porsche 911 GT3 Cup, type 997 MK I	'05-'09
	Porsche 911 Cup, type 996	'99-'05
	Porsche 911 Cup	Pré '99
Cayman Clubsport - TROPHY	Porsche 718 Cayman GT4 Clubsport, type 982	2019
	Porsche Cayman GT4 Clubsport, type 981	2016

8. Vehicle Identity Passport

According the Belcar Regulations

9. Drivers safety equipment

According the Belcar Regulations

10. Vehicle sticker layout

Base according the Belcar Regulations, additional sticker regulations found in the 'PETB - Additional Sticker Regulation 2019'

11. Drivers equipment badge regulations

According the 'PETB - Additional Badge Regulation 2019'

12. Noise regulations

According the Belcar Regulations, or otherwise stated further in these regulations.

13. Emission regulations

According the Belcar Regulations, or otherwise stated further in these regulations.

14. Cameras

According the Belcar Regulations, or otherwise stated further in these regulations.

15. Tyres



Only Michelin tyres are allowed. All the tyres that are being used during the Porsche Endurance Trophy Benelux 2021 season, must be ordered in advance and can only be taken at the meeting from the Official Michelin Tyre Supplier - Kronos Racing S.A. Only tyres purchased at the Official Michelin Tyre Supplier in 2021 can be used in the 2021 season. All slick and rain tyres from previous seasons or used in other Series are strictly prohibited. All new tyre delivered from the Official Michelin Tyre Supplier will be labelled 'PETB'. Only tyres foreseen with this series identification logo are permitted to be used during Porsche Endurance Trophy Benelux events. In case of loss of this logo, contact the Official Michelin Tyre Supplier responsible or Technical Manager of the Porsche Endurance Trophy Benelux. The number of tyres is unlimited. Only atmospheric air is allowed to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is allowed to refit tyres but the refitting must be performed by the tyre supplier. If there is a technical regulation for the direction of rotation from the tyre manufacturer, it is prohibited to mount or use the tyres against this direction on the car.

15.1. Treatment

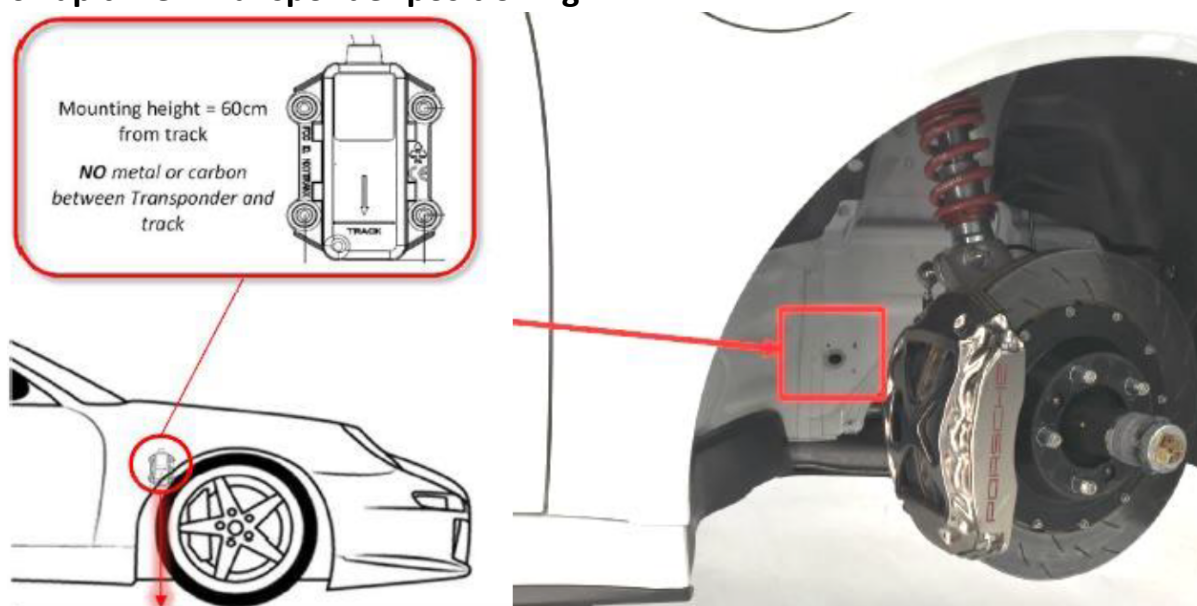
The pattern of the tyres may not be changed. Any chemical treatment of the tyres is prohibited. Cleaning of the rims is permitted. The usage of a device, heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tyre scraping") is allowed. The use of heated covers, materials or other means that change the temperature of the tyres is allowed. This applies for slick as well as rain tyres.

15.2. Official Michelin Tyre Supplier

Kronos Racing S.A. : Rue des Pieds d'Alouettes 37
B-5100 Naninne
BELGIUM

Contact: Charles-Antoine Hastir
Tel.: +32 (0)479 97 15 14
e-mail: charly@kronostyres.com

16. Lap time - Transponder positioning



17. Drinking & driver cooling system

According to the Belcar Regulations, or otherwise stated further in these regulations.

18. Data, Radio transfer and other radio-based or electronic devices

According to the Belcar Regulations, or otherwise stated further in these regulations.

19. Fuel

19.1. Fuel type, Refuelling, Refuelling installations

According to the Belcar Regulations, or otherwise stated further in these regulations.



19.2. Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's vehicle at any time during the event. The Entrant must ensure that a minimum amount of 2,0kg (tolerance of 0.100kg) of fuel can be taken from the car. If a specific fuel removal valve is indicated in the Spare Parts Catalog of the concerning vehicle, than this valve must be used for the fuel sample taking. The fuel indication on the dashboard display can't be used as an argument for not be able to tap off the minimum amount of fuel. The team need to take a marge in account, due to the fuel level gauge is not accurate when the fuel tank is almost empty.

20.Fire extinguisher

According the Belcar Regulations, or otherwise stated further in these regulations.

From the moment that the car leaves the team's (entrant) tent or garage to attend a Free practice, Qualifying or Race session until the end of Parc Fermé, the vehicle's fire extinguisher must be active.

21.General safety

21.1. Safety stands

The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car is mandatory. Any infringements will be reported to the Stewards and penalized at the full discretion of the Stewards.

21.2. Fire prevention

According the Belcar Regulations, or otherwise stated further in these regulations.

22.Minimum vehicle weight

It is the entrants' responsibility to ensure that at all times during the event the mandatory minimum weights are reached. The minimum weight must also be observed when the levels of operating liquids are under minimum level. The Technical Scrutineers shall specify a weigh scale for the checking of weight of the vehicles. It is referred to here as the "official scale". The installation of ballast is permitted. These must be installed at the position of the passenger's seat. At no time during an event is the weight of a vehicle allowed to be less than the mandatory minimum weight. On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-qualifying or race Technical Scrutineering, under no circumstances is weight allowed to be added to the vehicle. Prior to weighing a vehicle, the Technical Scrutineers will give the order to a team member to remove the remaining fuel from the fuel tank. After weighing, the value plus 2.0 kg of weighing tolerance shall be added and this result shall be referenced against the mandatory minimum weight, which must be reached. The mandatory minimum weight of a vehicle is specified further in these regulations. The minimum weight of a vehicle consists of Weight of the vehicle with empty fuel tank.

22.1. Weighing of vehicles

Weighing of vehicles is carried out on the official scale. 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. 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.

22.2. Leaving the weighing area

Without the consent of the Technical Scrutineers, the vehicle is not allowed to be removed.

22.3. Replacement and loss of vehicle parts

All vehicle parts that were replaced during the qualifying session and race 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 or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts.



22.4. 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.

22.5. Weighing in below the minimum weight

If, during the post qualifying or post-race weighing procedure, the vehicle is found to be below the currently applicable minimum weight, the vehicle will immediately be weighed for a second and a third time on the same scales and in the same condition. The maximum value of the 3 weights recorded is regarded as the actual weight of the vehicle. Falling below the minimum weight will be reported to the Stewards.

22.6. Bringing the vehicle to the weighing area

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. 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.

23. Ground clearance of vehicle

The minimum ground clearance of the vehicle with the driver in the vehicle, tyres at correct pressure depending on the specific regulation for each vehicle type, must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event.

23.1. Measuring method

The minimum ground clearance of the vehicle is checked on the measuring surface, using a height gauges, gauge block or similar. The ground clearance of the vehicle is measured on a surface indicated by the Technical Scrutineers. This 'surface' can be; a measuring plate, a surface exclusively designated for this purpose or any other surface. The measurement is checked with the vehicle in the state that it ended its last session. This means with the same tyres that the driver ended its last driving session. Tyres can be inflated at the reference pressure specified further in the regulation for each vehicle type. The remaining fuel, left over from the last driving session, must stay in the car for the ground clearance measurement. The ground clearance measurement is done with the driver on board that ended the last session, together with his full drivers equipment. If the measuring 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. The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement. The Technical Scrutineers may also use instruments such as measuring calliper or depth gauges to determine the vehicle height.

23.2. Failure to reach minimum height

Failure to reach the minimum height will be reported to the Stewards.



Part B.: “ 911 – TROPHY ” Technical Regulations

24. Accepted cars

- Porsche 911 GT3 Cup, type 992 (2021)
- Porsche 911 GT3 Cup, type 991 Gen II ('17-'20)
- Porsche 911 GT3 Cup, type 991 Gen I ('13-'16)
- Porsche 911 GT3 Cup, type 997 MK II ('10-'13)
- Porsche 911 GT3 Cup, type 997 MK I ('05-'09)
- Porsche 911 Cup, type 996 ('99-'05)
- Porsche 911 Cup (pré '97)

B.1.0.: Porsche 911 GT3 Cup, type 992 (2021)

In B.1.0. are the rules described for all type 991 GT3 Cup cars. Only vehicles of the model Porsche 911 GT3 Cup, type 992 (a special series produced by Porsche AG), of the model year 2021 which fully comply with these Regulations are eligible to participate. The vehicles must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full. Further in these regulations a subdivision is made with chapter B.1.1.: MY '17-'20 and B.1.2.: MY '13-'16

25. Accepted cars:

- Porsche 911 GT3 Cup, type 992 (2021)

26. Principles of the Technical Regulations in accordance with

- Art. 251–253 of Appendix J (FIA ISC)
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG (Porsche Motorsport: PMRSI)
- Spare parts catalogues of the eligible vehicles (Porsche Motorsport, Porsche Series, Manthey Racing)
- General provisions, definitions and clarifications regarding the technical rules of the RACB
- Wiring diagrams of the eligible vehicles

27. Exclusion of a Porsche GT3 Cup car, type 992

The organiser has the right to exclude a car from competing during an event when the car isn't repaired correctly after an incident. It doesn't matter if this incident took place during a Porsche Endurance Trophy Benelux event, unofficial test drive session or other championship events. The arguments could be:

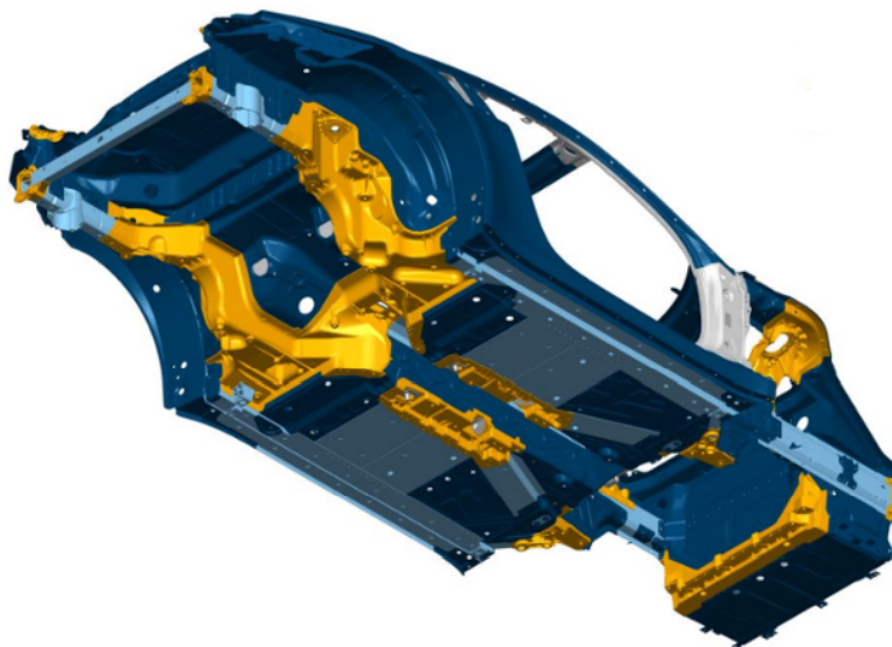
- *Safety, in the broadest sense of the word.*
- *Car is in violation with the Technical Regulations of the PCCB.*
- *Any reason that Porsche AG (in the broadest sense of the word) defines by any medium (verbally, phone call, email, letter,...).*
- *Damaged roll cage*
- *Repaired roll cage without 'Semcon' certificate.*
- *Damage on the front of the 992 cup car. (Reference: Technical Manual Porsche 911 GT3 Cup (2021) TBA)*
- *Damage on the rear of the 992 cup car.*

The use of aluminium components influences enormously repairs with respect to the realignment of deformed or bent components. This is due to the significantly lower yield strength and fracture elongation. As a consequence, cracks, dents or creases form faster, which in turn limits the reparability significantly. Even if there are no visible signs, damage in the material can still exist. In the event of just a limited local repair (reforming original contour) the material loses its original strength and therefore no longer possesses the original mechanical properties. Subject to the point of application and demands made of the material in this area, it is possible to reform aluminium sheet to a limited extent.



In this case, damage the structure is only apparent when a jig is fitted or by measuring check points on the chassis. Cast aluminium parts that show a deviation of +/- 2 mm are out of tolerance. The chassis must be replaced by a new one.

Damage Diagnosis: If casting deviations of greater than reference: 0 mm + / -2 mm are found; the chassis must be replaced



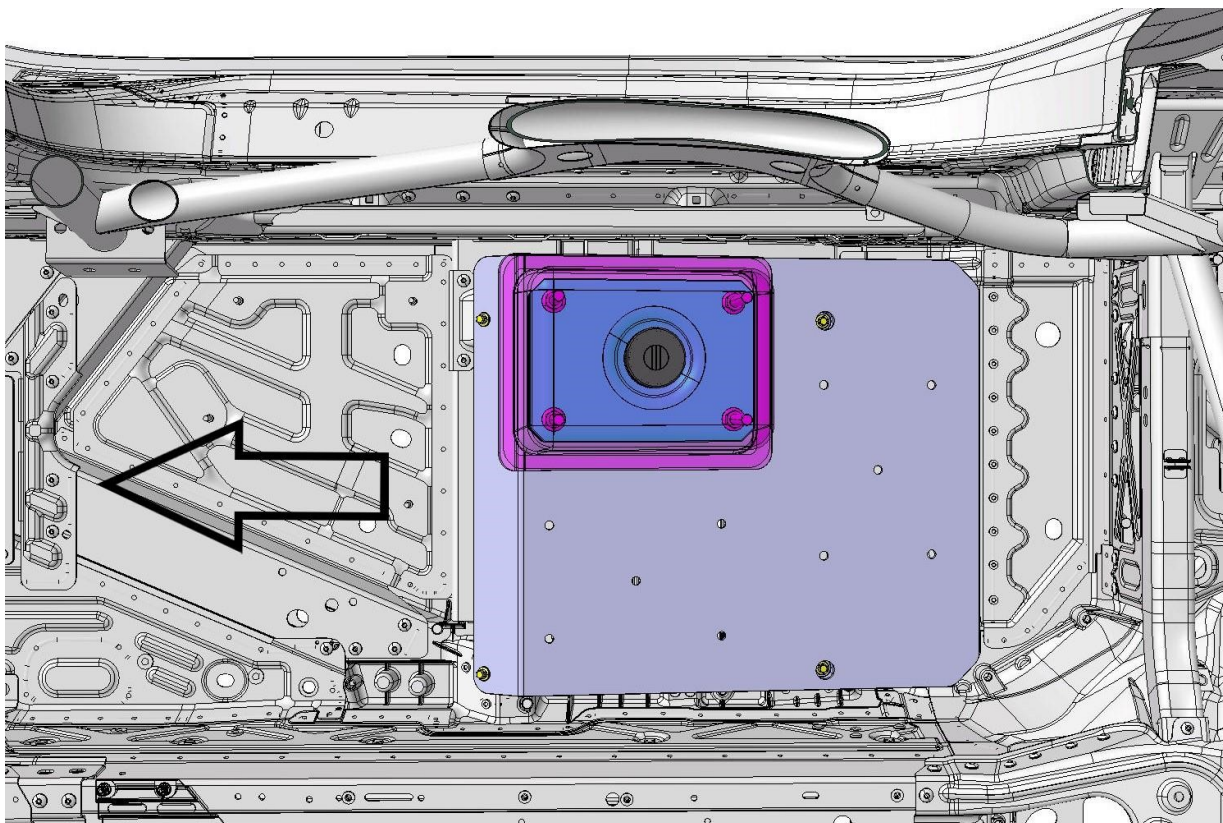
The CAD image shows the cast aluminium parts in yellow. ->Cast aluminium parts that show a deviation of +/- 2 mm are out of tolerance. The damaged chassis must be replaced by a new one.

The Porsche Technical Manager always will, after consulting Porsche AG, make the final decision if a damaged chassis needs replacement or can be repaired. The Porsche Technical Manager will supply the owner of the chassis and Porsche AG a report regardless the outcome of his decision.

28.Weight

28.1. Ballast

It is the entrants' responsibility to ensure that at all times during the event the mandatory minimum weights described underneath are reached. The minimum weight must also be observed when the levels of operating liquids are under minimum level. The Technical Scrutineers shall specify a weigh scale for the checking of weight of the vehicles and drivers. This could be two different scales, one system to weigh the car, one scale to weigh the driver. It is referred to here as the "official scale". The official scale is located in the Series Technical Scrutineering tent or in an alternative designated place. This is also the weighing area. This will be announced via the Supplementary regulation, bulletin, any other team info or verbal. The installation of auxiliary weight ballast plates is permitted. Only original Porsche ballast components must be used to add weight to the vehicle to reach the minimum vehicle weight and to reach the minimum driver weight. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration below. The ballast weights are identified by spare part numbers listed in Attachment 1. The mounting of the ballast base plate (Pn:9F1882378), threaded bolts included and ballast cover (Pn:9F1801575) is mandatory. The ballast system must be mounted as described in the Technical Manual or Spare parts catalogue of the corresponding vehicle. In addition, it is allowed to use the 991 Gen 1 and Gen 2 ballast weights. As long the parts stay original. The illustration also shows the 992 and the 991 parts which can be used.



Part	number	alternative number (previous model)
AUXILIARY WEIGHT 2KG/6MM	9F1801141	99150484800
AUXILIARY WEIGHT 3,5KG/10MM	9F1801141A	99150484801
AUXILIARY WEIGHT BIG 6,8KG/20MM	9F1801141B	99150484802
COVERING AUXILIARY WEIGHT	9F1801575	9915048659B
KNURLED NUT COVERING	WHS001903	9915048529B

28.2. The mandatory minimum weight of a vehicle per vehicle model year:

- Porsche GT3 Cup 992 (MY 2021): **1260kg**

28.3. Replacement and loss of vehicle parts

In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding, 22 kg in case of a Gen 1 Cup car and 25 kg in case of Gen 2 Cup car, to the measured weight of the car.

29. Ground clearance of vehicle

The minimum ground clearance of the vehicle (with the driver in the vehicle), tyres at 2.0 bar ± 0.1 bar air pressure must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event. For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 72,0 mm and the clearance at the rear axle a minimum of 106,0 mm. The measuring points 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.



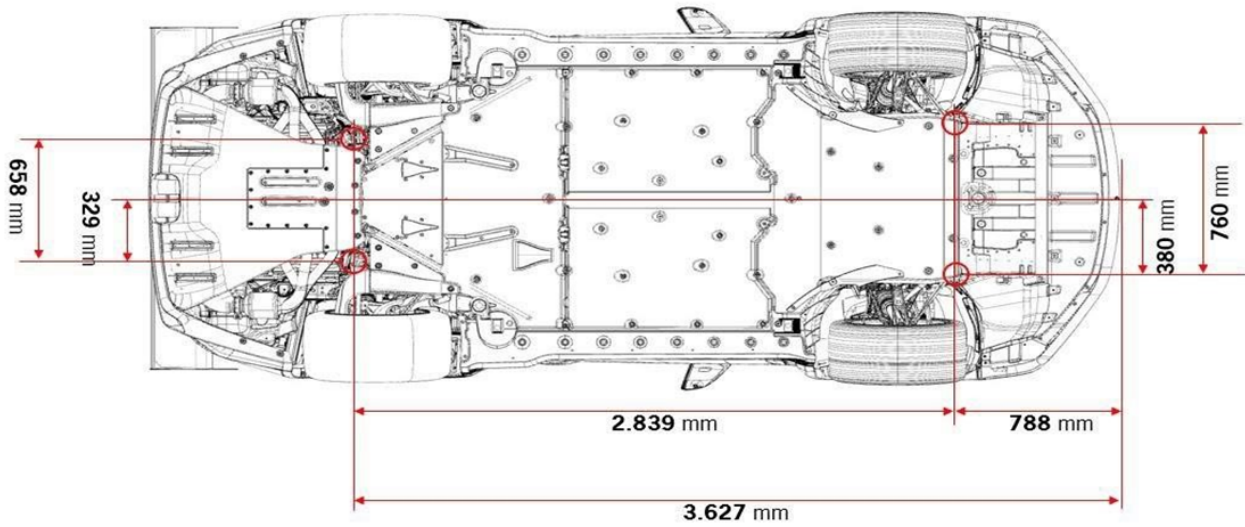
During the qualifying sessions, including during the break, in case of a qualifying with a break in the pit lane, it is strictly forbidden to modify the ground clearance at the front drive train of the vehicle, by adjusting the spring rest and/or counter nut of the shock absorbers.

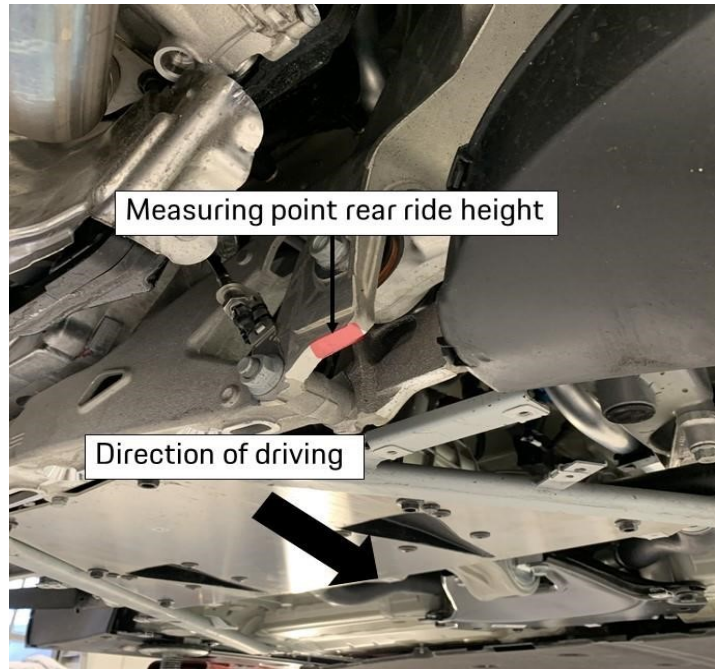
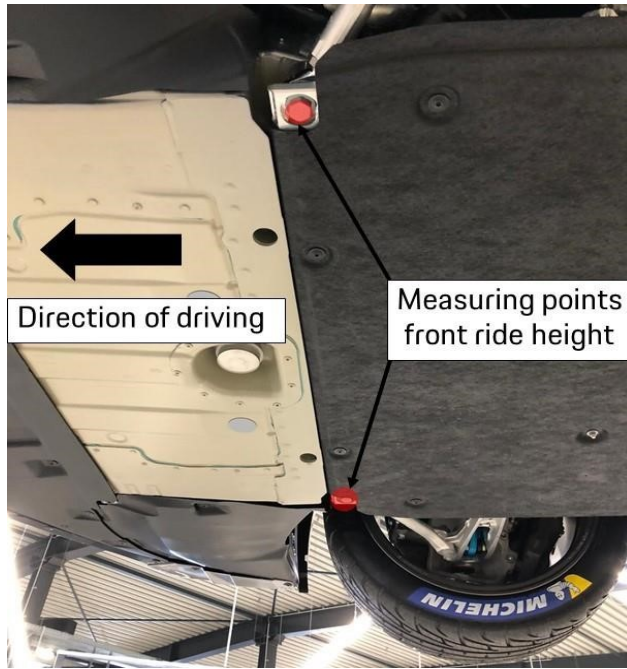
29.1. Min ground clearance (All type 991, MY2013-2016, MY2017-2019):

- Front: **72,0 mm** (tyre pressure at 2.0 bar \pm 0.1 bar)
- Rear: **106,0m** (tyre pressure at 2.0 bar \pm 0.1 bar)

29.2. Measuring point

Positionen Fahrhöhenmesspunkte/ ride height measuring positions





30.Data and Radio transfer

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. 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. The Cosworth Alive Drive camera system is allowed. Any additional electrical connection to the vehicle wiring harness is not allowed. Installations set up by the Series Organiser are exceptions to this rule. Correct installation of the vehicle radio must be approved by the Technical Scrutineers.

31.Safety equipment

The vehicles must possess the following safety equipment. The article numbers refer to the current Appendix J of the ISC unless stated otherwise. Art. 277, category "II-SH"

32.Seals

All competing vehicles must have the factory seals from Porsche AG or PCCB seals mounted on the engine and ECU. If seals and marks are applied to the vehicle by the Technical Scrutineers, Porsche AG or the PCCB, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the Stewards will decide the final penalty for this infringement.

The following engine seals are affix at the works:

- Valve cover, left (1x)
- Valve cover, right (1x)
- Oilpump bottom (1x)
- Engine control unit (ECU): Connector for control unit wiring harness (2x)

33.Engine electronic control units

Throughout the entire event, only the electronic control units coded and sealed by the Series Organiser for the races are allowed to be used. The 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 electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram



the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.



B.1.2...: Specific Technical Regulations according to model year Porsche 911 GT3 Cup, Type 992 (2021)

In 'B.1.2.. are the add. regulations described only valid for the Porsche 911 GT3 Cup, **Type 992 (2021)**.

34. General information

Technically identical vehicles with the designation Porsche 911 GT3 Cup 992 (2021), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Series. Vehicles of model year 2021 (see following general vehicle description) are permitted. The vehicles must comply with the requirements of these Technical Regulations. Technical acceptance of the vehicles is undertaken by the Technical Scrutineers. In addition to the General PEB Technical Regulations, the following specific Technical Regulations are applicable.

35. General vehicle description

Porsche 911 GT3 Cup, type 992 I, MY 2021

Concept: Single-seated, near-standard race vehicle based on the Porsche 911 GT3. For further general descriptions the entrant shall refer to the respective paragraph of this technical regulations.

36. Engine

- Aluminium six-cylinder rear-mounted boxer engine
- Sealed (By Porsche AG,)
- 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 375 kW (510 hp) at 8400 rpm
- Max. rpm: 8750 rpm
- Single-mass flywheel (Pn:9F1105272)
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 6.6)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centred exhaust pipes
- Electronic acceleration pedal

37. Exhaust system

Only the Porsche original race exhaust are allowed (Pn:9F1251051, including 9F1251505 and 9F1251506). The "exhaust system without silencer" (general linguistic usage as "Supercup exhaust system") is also allowed (Pn:9F1251187). The parts required are listed in the currently valid parts catalogue and installation of these components is described in the handbook

38. Power transmission (gearbox/differential lock)

- Porsche six-speed sequential dog-type gearbox → Sealed (for warranty purposes only)
- Gear ratios:
 - Ring & pinion gear 15/23 i = 1.533
 - Final drive 16/39 i = 2.438

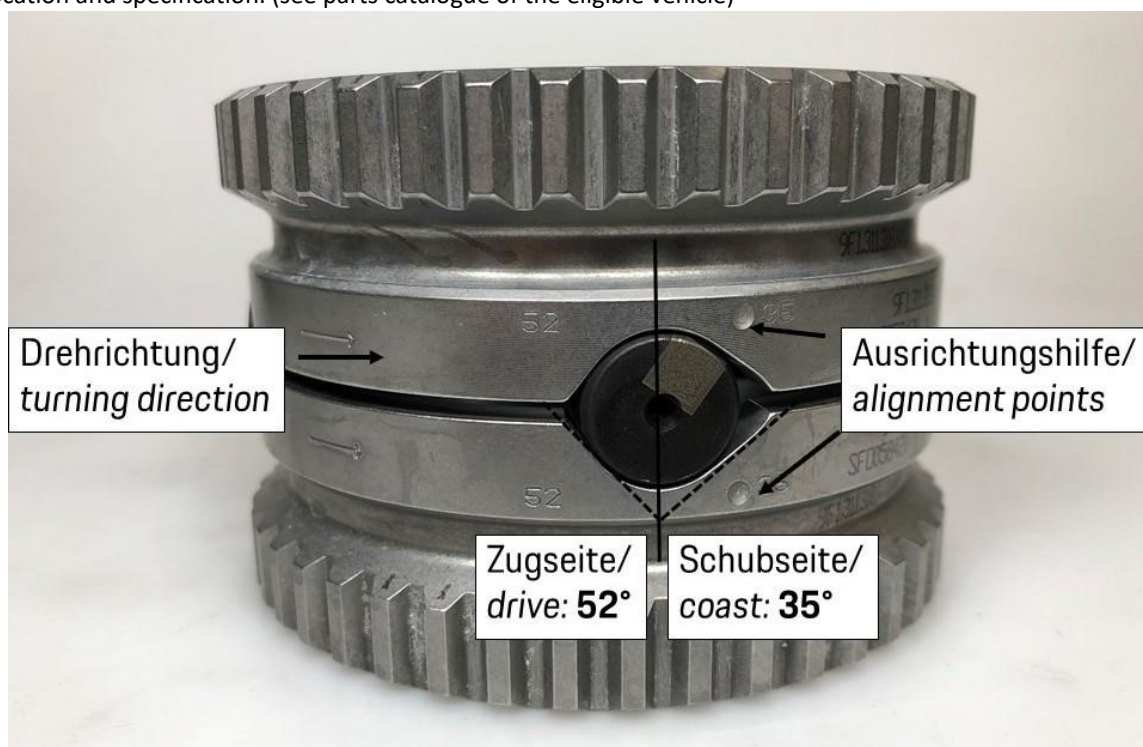


- 1st gear 13/41 $i = 3.154$
- 2nd gear 17/40 $i = 2.353$
- 3rd gear 20/37 $i = 1.850$
- 4th gear 24/36 $i = 1.500$
- 5th gear 24/30 $i = 1.250$
- 6th gear 28/30 $i = 1.071$
- Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch (Assembly: 9F1141015,
- Paddle shift with electronic shift barrel actuator



38.1. Ramp breakover angle

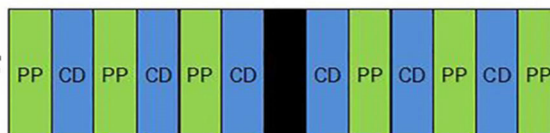
The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation (Attachment 2). The number of friction plates and the assembly order shall correspond to the image shown in Attachment 3 and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification. (see parts catalogue of the eligible vehicle)



The differential is fitted with 12 friction surfaces (12FF) as standard. The arrangement of the parts is shown in detail in the image:

PP = Pressure Plates
CD = Clutch Discs
FF = Friction Plates

12 FF



38.2. 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.

39.Brakes

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system derivative sensors & harness for retrofitting an ABS system

Front axle:

Six-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs

- Ventilated and grooved steel brake disc 380 mm diameter, 32mm thick, with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing

Rear axle:

- Four-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter, 32mm thick, with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing

The spoilers on the front wishbones (Pn:9F1407811 and 9F1407812) must be mounted as described in the Technical Handbook.

Only vehicles with the brake calipers are permitted that correspond with the delivery conditions. It is not permitted to modify the vehicle to endurance brake calipers, even if they might be listed in the parts catalogue.

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

- Front axle: (diameter: 19.1 mm, part number: 9F1611011B)
- Rear axle: (diameter: 15.9 mm, part number: 9F1611011C)

Remarks:

The use of ABS system is allowed, Any system working like a traction control is strictly prohibited. The brake pads are free to choose, brake disks must stay original. It is allowed to equip the brake caliper lines with quick connectors.

40.Wheel suspension

40.1. General description front axle

- Forged control arms and top mounts: Stiffness optimised, heavy duty spherical bearings with dust protection.
- Wheel hubs with centre lock
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- Double-blade-type anti-roll bar
- Electric power steering with external control function for easy car manoeuvring
- Tyre pressure monitoring system

40.2. General description rear axle

- Multilink rear suspension, adjustable in height, wheel camber and track
- Forged control arms and top mounts: Stiffness optimised, heavy duty spherical bearings with dust protection.
- Wheel hubs with centre lock
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- Double-blade-type anti-roll bar
- Tyre pressure monitoring system



40.3. Camber

The suspension is permitted 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 to change the camber angle are:

- Front axle: **21.0mm**
- Rear axle: **15.0mm**

For competition at Zandvoort, Silverstone, Spa and Monza the maximum permissible negative camber values are:

- Front axle: **17.0mm**
- Rear axle: **13.0mm**

Furthermore, it is optional to hide the camber shims with aluminium tape. 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 (Attachment 4). The wheelbase on the left and right sides of the vehicle must be 2,468 mm +/-15 mm. The measuring points are the centres of the wheel hubs.



41. 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. This is available in the following version:

- 1 mm (9F1407728)

Other shims or methods for axial clearance compensation must not be used. The overall axial clearance must not be less than 0,2 mm.

42. Shock absorbers/springs

Only the factory-installed type Multimatic 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: 9F1412303B. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Vibration damper

- Front: 9F1413031B
- Rear: 9F1513031B

Bump stop

- Front: 9F1412303B
- Rear: 9F1412303B

Main spring

- Front (260 N/mm): 9F1411105B
- Rear (300 N/mm): 9F1511105B

Helper spring

- Front (2N/mm): 9F1411411B
- Rear (2N/mm): 9F1411411B

43. Wheels (flange + rim) and tyres

43.1. General description

Front axle:

- Single-piece light-alloy rims according to Porsche specification and design with centre lock,
 - 112J x 18 ET 23.5mm
- Treaded Michelin transportation tyres; tyre size: 30/65-18

Rear axle:

- Single-piece light-alloy rims according to Porsche specification and design with centre lock,
 - 13J x 18 ET 44.5mm
- Treaded Michelin transportation tyres; tyre size: 31/71-18

43.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. Only the use of the valve caps and valve inserts, provided by the Official Michelin Tyre Supplier – Kronos Tyres, are allowed. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area, wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

43.3. Tyres

43.3.1. Tyres

According to the Belcar Endurance Regulations



Only the version of Michelin tyres approved for the Series with the following specification and supplied by the official supplier KRONOS RACING SA is allowed to be used for the duration of the events and the official tests.

Slick tyres:

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

Rain tyres:

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



44. Bodywork

44.1. General description

Lightweight bodywork with smart aluminium-steel composite construction
Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
Front bonnet with two air intake ducts for cockpit ventilation and quick release fasteners
Removable roof section in compliance with the latest FIA safety regulations
Pre-equipped fixation point for centre safety net
Pickup point for lifting device
Modified and widened 911 GT3 fenders, Modified rear wheel arches
Modified and widened 911 GT3 front-end with spoiler lip
Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations

44.2. Lightweight exterior:

Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors
Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners
Carbon-fibre-reinforced plastic adjustable rear wing (11 positions)
Polycarbonate door windows and rear side windows with ventilation openings
Polycarbonate windows
Rear underfloor with NACA ducts for brake and driveshaft cooling

44.3. Modified 911 cockpit:

Magnesium sub-frame in light weight design
Ergonomic driver-oriented centre console
Switch mask with fluorescent lettering
Steering wheel with quick release coupling, control panel and shift paddles
Adjustable steering column with steering angle sensor
Race bucket seat with longitudinal adjustment in accordance with FIA Standard 8862/2009
Padding system in 3 sizes (delivery with size M)
Shock absorbing roll cage safety cover for leg protection at drivers footwell
Six-point racing safety harness
110 litre fuel cell (FT3 safety fuel cell) and „Fuel-Cut-Off“ safety valve in accordance with FIA regulations
Built-in air jack system (three jacks) with valve mountable on either side of the car

44.4. Water-based paint:

Exterior: GT-silver-metallic (M7Z)
Interior: GT-silver-metallic (M7Z) without clear lacquer finish
Rims: Platinum semi-matt (0B5)

44.5. Overall vehicle dimensions and overhangs:

The overall length of the vehicle is 4,585 mm.
Total width (front axle): 1,920 mm
Total width (rear axle): 1,902 mm
Total height: 1,270 mm (wingsupport highest point)
Wheelbase: 2,468 mm +/-15 mm
The front overhang is 1,036 mm +/-15.0mm, 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 1,081 mm +/-15.0mm 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, including the exhaust, rear wing excluded).



The wheelbase on the left and the right sides of the car is 2,468.0mm +/-15.0mm, measured at the centres of the wheel hubs.

44.6. External bodywork

The delivery status of the bodywork has to be preserved.

44.7. Windscreen

In addition to the original part, windscreen of the 911 GT3 Cup MY 2021 with the part number 9F1845099Y heated windscreens are permitted. The windscreen is allowed to be connected to the electrical system of the vehicle and the heating function is allowed to be used. To protect the windscreen and as a safety measure, 'tear-off' screens are allowed to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers

44.8. Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

45. Cockpit

45.1. Ventilation in the passenger compartment:

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.

45.2. Safety Nets:

Every car must be equipped with the after-sales safety nets as specified in the valid spare parts catalogue and mounted complying with the Porsche AG mounting instructions.

These can be found in the Technical Manual, Chapter 5.4

45.3. Seat:

The adaption of the seat by removing or adding of original Sabelt seat padding shown in green and blue in Attachment 4 is permitted. 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 in the form of a foamed seat insert is permitted, as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Series Organiser. The original seat mounting (seat rails and bracket) must be retained and must not be modified. In addition to the information included in the handbook chapter 5.3.2. Padding System (image below) the regulations according to FIA Appendix J, Article 253-16 must be respected (image 2). When using padding or a foam insert this means: Extract FIA Appendix J, Article 253-16 version 11.07.2019. If a foam insert is used between the homologated seat and the driver, minimum lateral support to the driver's head, shoulders and pelvis must be guaranteed as follows:

-23cm min. at seat-side-head support along the head-plane.

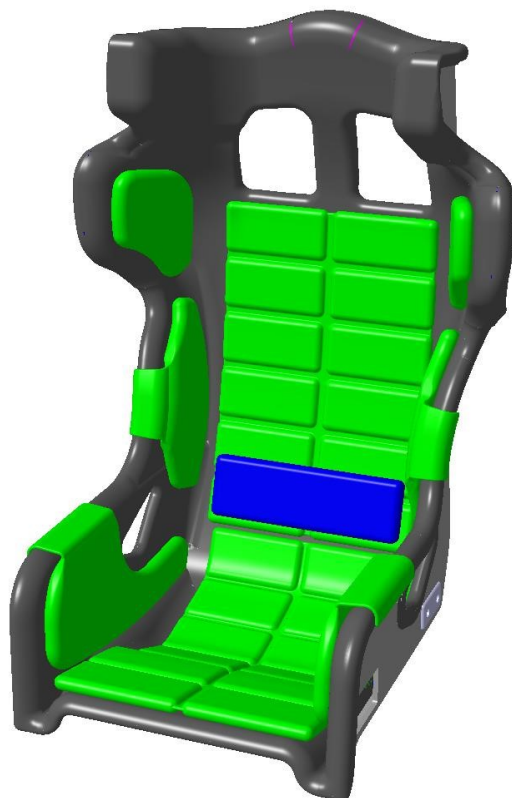
-18cm min. at seat-side-shoulder support along the shoulder-plane.

-10cm min. in height at seat-side-pelvis support along the pelvis-plane over a length of 20cm min.

This requirement must be verified using a parallelepiped template of dimensions X 20xY 15xZ 10 cm.

In this case, the maximum thickness of the padding is no longer limited to 5cm. However, the surfaces marked green in image below must still not be changed/modified.





45.4. Roll cage safety padding:

All Porsche GT3 Cup, type 992 vehicles, must be equipped with the mandatory rollcage padding and food well foam defined in the current Technical Manual and Spare Parts Catalogue of the vehicle

45.5. 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. The roof hatch is connected to the roof via 7 livelocks which must be accessible at all times (no foiling or painting of live locks).

46. Aerodynamic devices

Masking the radiator grilles is prohibited. The original position of the wing section is allowed to be changed within the specified scope for adjustment. Furthermore, entrants are allowed to tape over the full area of the headlight and day/turn signal light lenses with uncoloured transparent Heli tape, without thereby taping over a slot in the bodywork. Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed.

47. Electrical equipment

47.1. Data connection (Data logger, Video system)

General description

10,3" Porsche color display

Porsche logger

Porsche power box

Fire extinguishing system (extinguishing agent: Novec gas)

Lightweight Battery 12 V, 60 Ah (LiFePO4), leak-proof, placed in the co-driver foot well

Alternator 175 A

Fan in light weight design

Single-arm wiper with direct drive (intermittent and continuous operation)

Digital touchpanel with multi-color back light.

Three additional center console switches for additional consumers,

47.2. LED Lighting system:

Main headlight

LED daytime running light

LED rear lighting system and rain light in compliance with the latest

FIA Homologation Regulation

48. Fuel circuit

Only the original fuel system is permitted in combination with the after-sale defueling kit. It is described in the current Technical Manual as "option defueling-kit standard tank". All vehicles must be equipped with this defueling kit. All parts show in the spare parts catalogue indicated for long distance races are prohibited.

The running of the car using the service position of the fuel pumps is prohibited, as long as there is no technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.

49. Optional parts

All parts found in the parts catalog, from the eligible vehicle, as indicated as an option are allowed to be used. Including endurance parts that aren't permitted in a regular Porsche One-Make-Serie.

A tank closing plate with filler neck and quick fill valve(s) is allowed to be installed, the brand is free, but the original Porsche system, developed for long-distance racing, found in the catalog, is strongly recommended. The filling neck can't continue further than the underside of the closing plate. This must be according the Belcar Endurance Regulations



50. Lubrication system

Engine: Mobil 1 ESP X3 0W40 engine oil is mandatory. All additives are prohibited

Transmission: Mobilube 1 SHC 75W-90 transmission oil is mandatory

All additives are prohibited.. No less than the minimum quantity of transmission oil as specified in the Technical Manual must be used at all times during the event..



B.2.0.: Porsche 911 GT3 Cup, type 991 Gen I & II ('13-'16) & ('17-'20)

In B.2.0. are the rules described for all type 991 GT3 Cup cars. Only vehicles of the model Porsche 911 GT3 Cup, type 991 Gen I and Gen II (a special series produced by Porsche AG), of the model years 2013 – 2016 and 2017 - 2020 which fully comply with these Regulations are eligible to participate. The vehicles must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full. Further in these regulations a subdivision is made with chapter B.1.1.: MY '17-'20 and B.1.2.: MY '13-'16

51. Accepted cars:

- Porsche 911 GT3 Cup, type 991 Gen II ('17-'20)
- Porsche 911 GT3 Cup, type 991 Gen I ('13-'16)

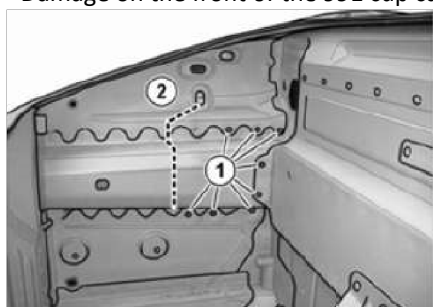
52. Principles of the Technical Regulations in accordance with

- Art. 251–253 of Appendix J (FIA ISC)
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG (Porsche Motorsport: PMRSI)
- Spare parts catalogues of the eligible vehicles (Porsche Motorsport, Porsche Series, Manthey Racing)
- General provisions, definitions and clarifications regarding the technical rules of the RACB
- Wiring diagrams of the eligible vehicles

53. Exclusion of a Porsche GT3 Cup car, type 991

The organiser has the right to exclude a car from competing during an event when the car isn't repaired correctly after an incident. It doesn't matter if this incident took place during a Porsche Endurance Trophy Benelux event, unofficial test drive session or other championship events. The arguments could be: Safety, in the broadest sense of the word.

- Car is in violation with the Technical Regulations of the Belcar Endurance series
- Any reason that Porsche AG (in the broadest sense of the word) defines by any medium.
- Damaged roll cage
- Repaired roll cage without 'Semcon' certificate.
- Damage on the front of the 991 cup car. (Reference: Technical Manual Porsche 911 GT3 Cup type 991)



If the carrier is damaged behind the cutoff line (2), it is not possible to carry out the repair work. =>The damaged chassis must be replaced by a new one.

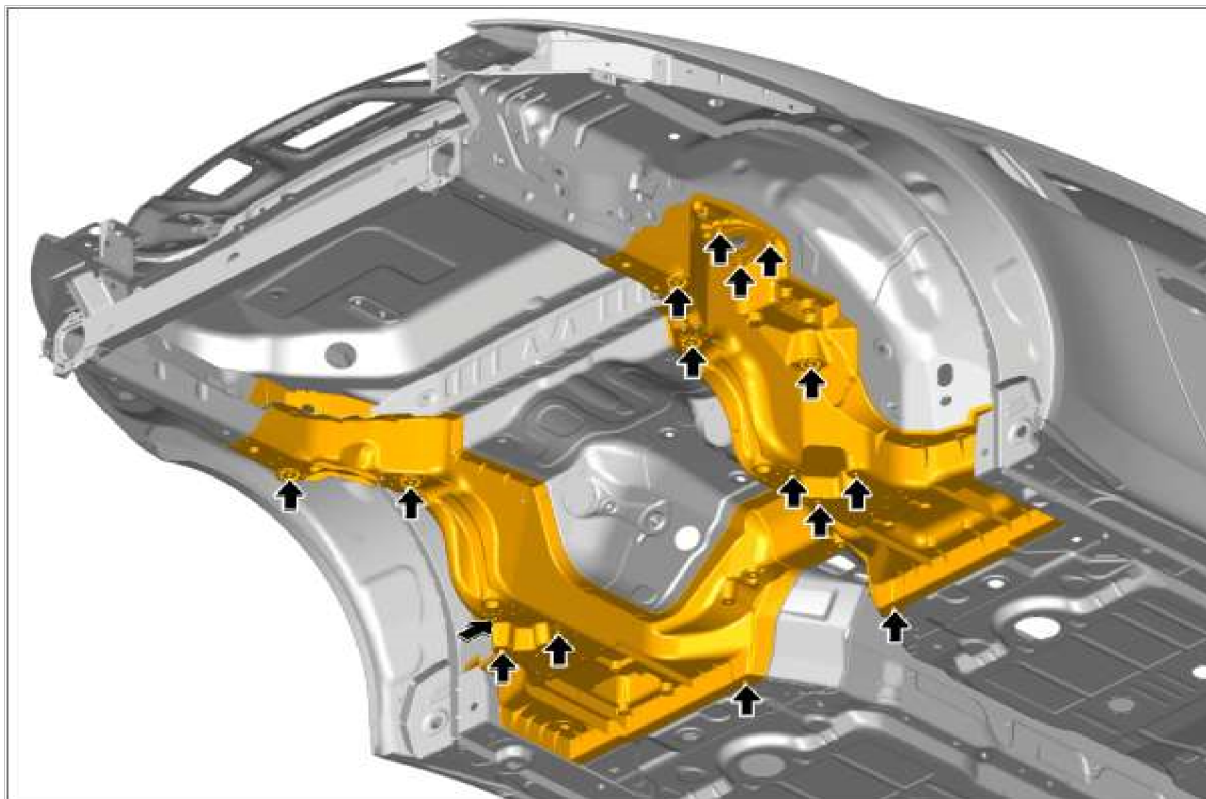
- Damage on the rear of the 991 cup car.

The use of aluminium components influences enormously repairs with respect to the realignment of deformed or bent components. This is due to the significantly lower yield strength and fracture elongation. As a consequence, cracks, dents or creases form faster, which in turn limits the reparability significantly. Even if there are no visible signs, damage in the material can still exist. In the event of just a limited local repair (reforming original contour) the material loses its original strength and therefore no longer possesses the original mechanical properties. Subject to the point of application and demands made of the material in this area, it is possible to reform aluminium sheet to a limited extent. In this case, damage the structure is only apparent when a jig is fitted or by measuring check points on

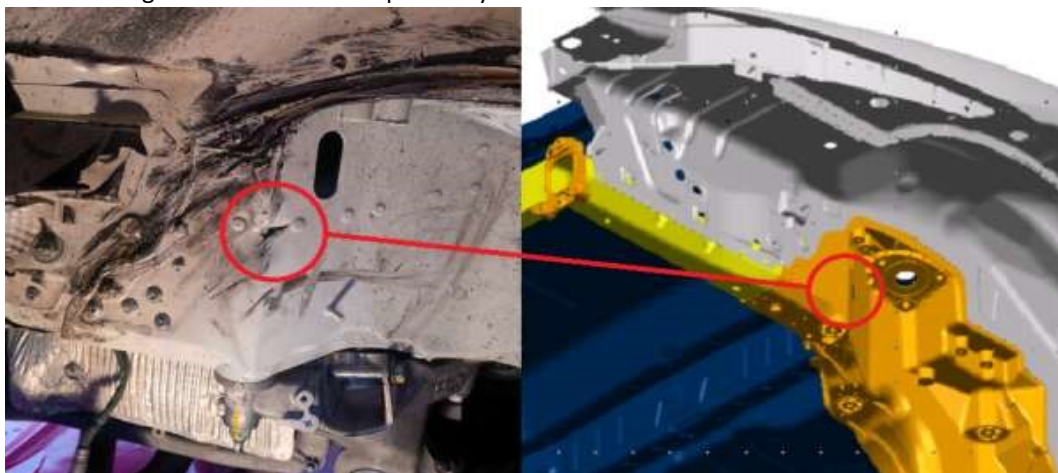


the chassis. Cast aluminium parts that show a deviation of ± 2 mm are out of tolerance. The chassis must be replaced by a new one.

Damage Diagnosis: If casting deviations of greater than reference: $0\text{ mm} + / - 2\text{ mm}$ are found, the chassis must be replaced.



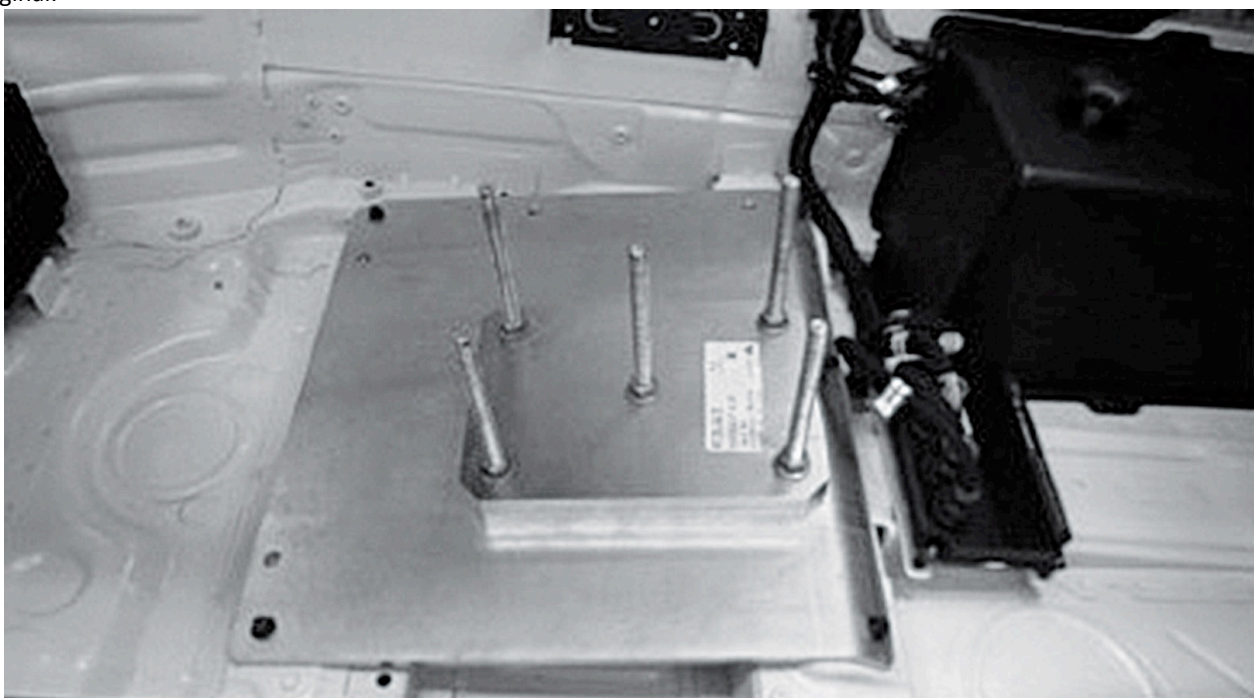
A crack and deformation of more than 2mm in the body is visible in the picture underneath. In the CAD image it is clearly visible that this area is cast aluminium. ->Cast aluminium parts that show a deviation of +/- 2 mm are out of tolerance. The damaged chassis must be replaced by a new one.

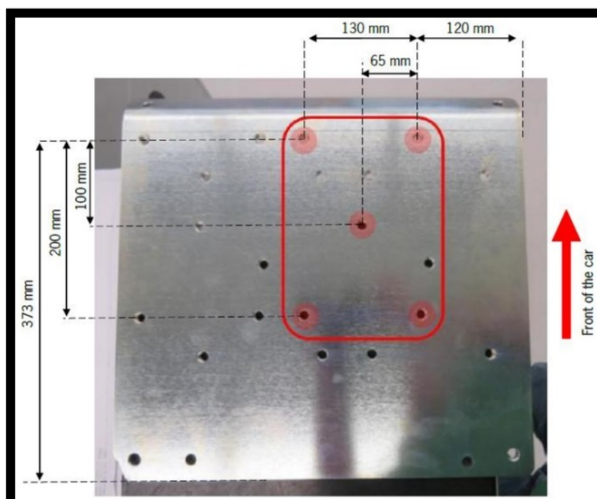
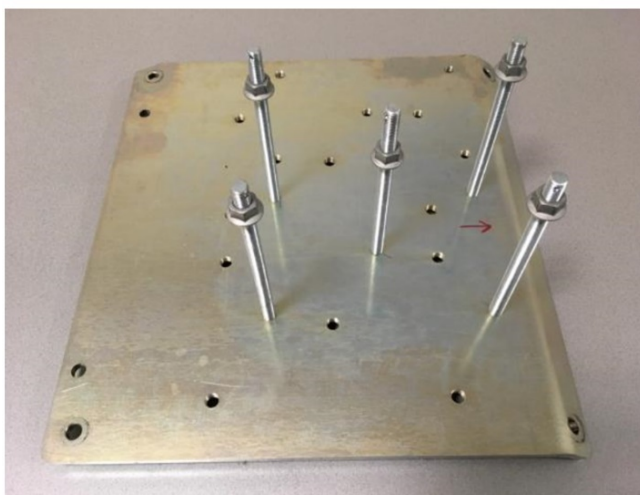


54.Weight

54.1. Ballast

The installation of ballast is permitted. Only original Porsche ballast components must be used to add weight to the vehicle to reach the minimum vehicle weight. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration underneath. The ballast weights are identified by spare part numbers (Pn: 99750484800 / 99750484801 / 99750484802 – 99150484800 / 99150484801 / 99150484802). The mounting of the ballast cover (Pn: 9915048659B / 9915048657A) is mandatory if the ballast base plate is mounted. The ballast system must be mounted as described in the Technical Manual or Spare Parts Catalog of the corresponding vehicle. In addition it is allowed to use the Gen I ballast part on a Gen II car and vice versa. As long the parts stay original.





54.2. The mandatory minimum weight of a vehicle per vehicle model year (Gen I/Gen II)

- Porsche GT3 Cup 991 Gen II (MY 2017-2020): **1230kg**
- Porsche GT3 Cup 991 Gen I (MY 2013-2016): **1205kg**

54.3. Replacement and loss of vehicle parts

In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding, 22 kg in case of a Gen 1 Cup car and 25 kg in case of Gen 2 Cup car, to the measured weight of the car.

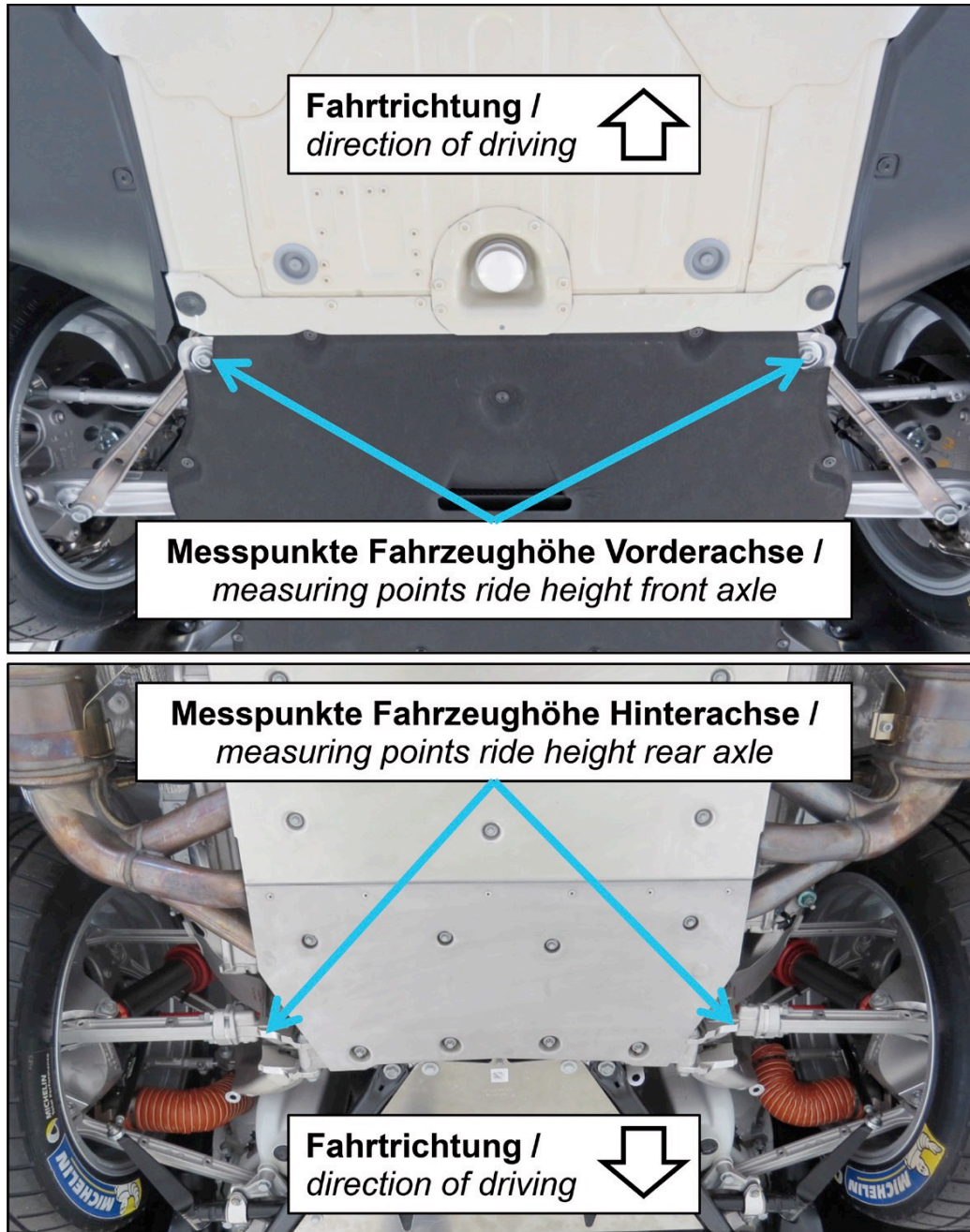
55. Ground clearance of vehicle

The minimum ground clearance of the vehicle (with the driver in the vehicle), tyres at 2.0 bar ± 0.1 bar air pressure must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event. For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 78,0 mm and the clearance at the rear axle a minimum of 100,0 mm. The measuring points 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. Failure to reach the minimum height will be reported to the Stewards.

55.1. Min ground clearance (All type 991, MY2013-2016, MY2017-2019):

- Front: **78,0 mm** (tyre pressure at 2.0 bar ± 0.1 bar)
- Rear: **100,0mm** (tyre pressure at 2.0 bar ± 0.1 bar)

55.2. Measuring point



56.Data and Radio transfer

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. 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. The Cosworth Alive Drive camera system is allowed. Any additional electrical connection to the vehicle wiring harness is not allowed. Installations set up by the Series Organiser are exceptions to this rule. Correct installation of the vehicle radio must be approved by the Technical Scrutineers.

57.Safety equipment

The vehicles must possess the following safety equipment. The article numbers refer to the current Appendix J of the ISC unless stated otherwise. Art. 277, category “II-SH”

58.Seals

All Porsche GT3 Cup, type 991 Gen II vehicles must have the factory seals from Porsche AG or from the Porsche Carrera Cup Benelux mounted on the engine, gearbox. If seals and marks are applied to the vehicle by the Technical Scrutineers, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered. The Stewards will decide the final penalty for this infringement. The engines are sealed at Porsche AG prior to delivery. A Porsche GT3 Cup, type 991 Gen II vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the Series. All engine without seal must be check by Porsche AG or Porsche Endurance Trophy Benelux. Any work on the engine that requires the seal to be opened is only allowed to be undertaken at Porsche AG or Porsche Endurance Trophy Benelux.

59.Engine electronic control units

Throughout the entire event, only the Bosch Motronic electronic control units coded and sealed by the Series Organiser for the races are allowed to be used. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the Motronic electronic control unit 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 seal the plug-in connectors for reading the electronic control units at any time the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.



B.2.1.: Specific Technical Regulations according to model year Porsche 911 GT3 Cup, Type 991, Gen II ('17 – '20)

In 'B.2.1. are the add. regulations described only valid for the Porsche 911 GT3 Cup, **Type 991, Gen II**(MY '17 – '20).

60.General information

Technically identical vehicles with the designation Porsche 911 GT3 Cup (type 991 Gen II), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Series. Vehicles of model year 2017 – 2020 (see following general vehicle description) are permitted. The vehicles must comply with the requirements of these Technical Regulations. Technical acceptance of the vehicles is undertaken by the Technical Scrutineers. In addition to the General PEB Technical Regulations, the following specific Technical Regulations are applicable.

61.General vehicle description

Porsche 911 GT3 Cup (type 991 II), MY 2017 - 2019

Concept: Single-seated, near-standard race vehicle based on the Porsche 911 GT3. For further general descriptions the entrant shall refer to the respective paragraph of this technical regulations.

62.Engine

- Aluminium six-cylinder rear-mounted boxer engine
- Sealed (By Porsche AG or Porsche GT3 Cup Challenge Benelux)
- 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 357 kW (485 hp) at 7250 – 8000 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel (9A110203991)
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6 NG)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centred exhaust pipes
- Electronic acceleration pedal



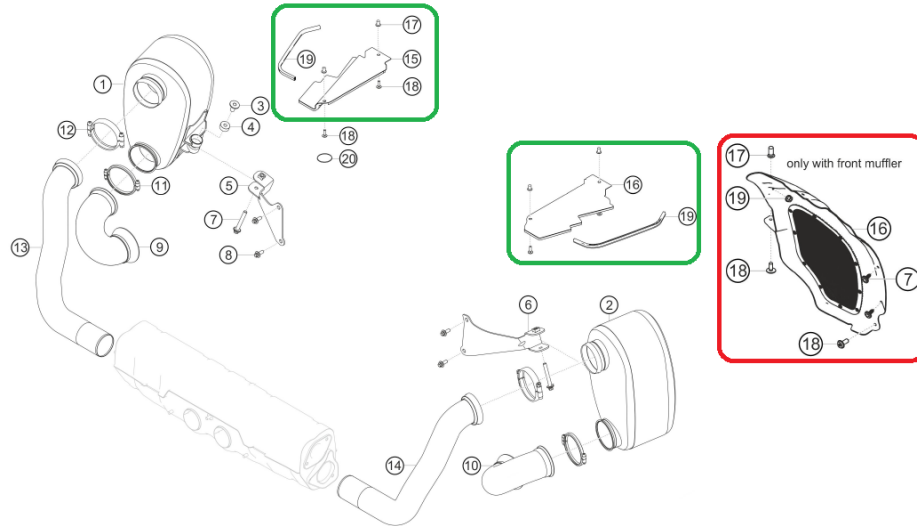
63.Exhaust system

Only the Porsche original race exhaust is allowed. During some events the additional side mufflers could be mandatory.

Remark:The “exhaust system without silencer”, general linguistic usage as “Supercup exhaust system” is allowed to be used, only if it does not exceed the imposed noise limits valid for the concerning event.

Remark:It is strictly forbidden to drive with the wheel arches (red) when the pre-silencers are not installed.

It is allowed to drive with the upper heat shield (green) with or without the pre-silencers.



64.Power transmission (gearbox/differential lock)

General description: Porsche six-speed sequential dog-type gearbox (sealed)

Gear ratios:

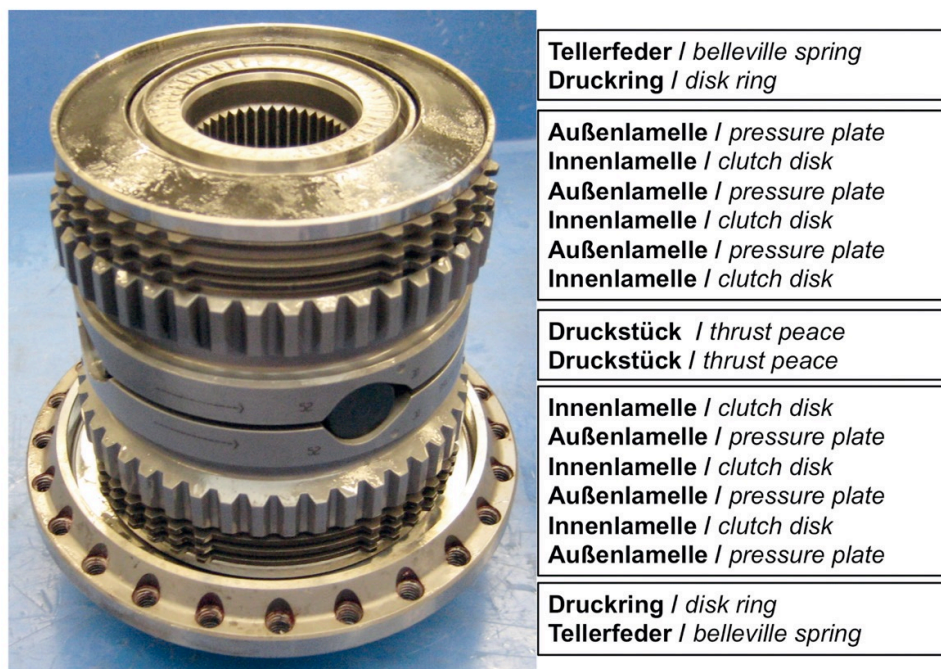
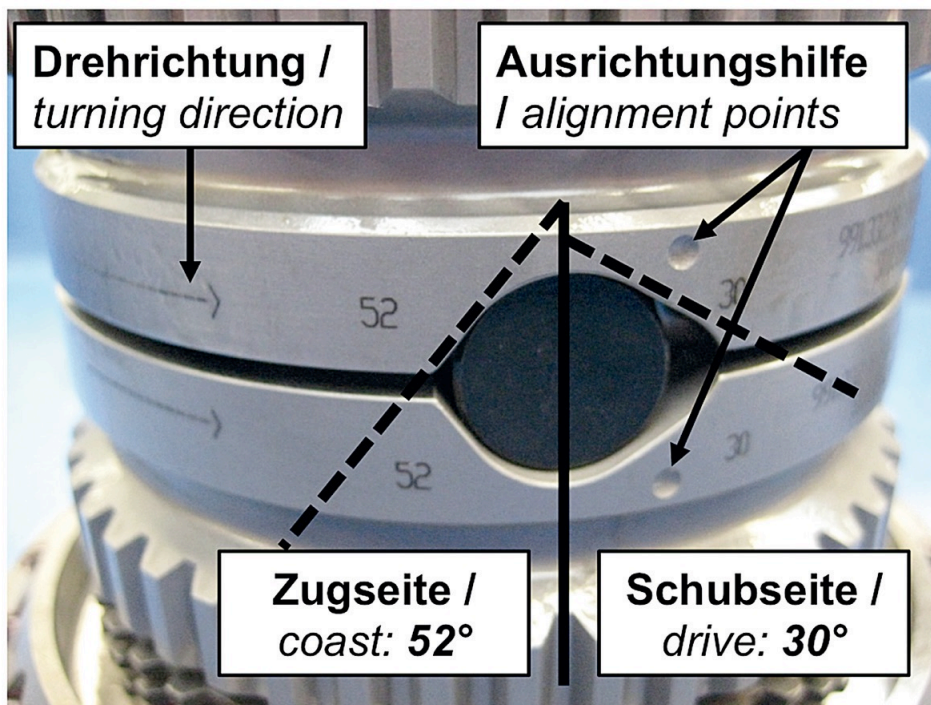
- Ring & pinion gear 14/22 $i = 1.571$
- Final drive 17/41 $i = 2.412$
- 1st gear 13/41 $i = 3.154$
- 2nd gear 17/40 $i = 2.353$
- 3rd gear 19/36 $i = 1.895$
- 4th gear 19/29 $i = 1.526$
- 5th gear 24/30 $i = 1.250$
- 6th gear 34/35 $i = 1.029$

- Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch (9911160019A)
- Pneumatic gear shift activation (paddle shift)



64.1. 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, see underneath. The number of friction plates and the assembly order shall correspond to the image shown underneath, and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification. (see parts catalog of the eligible vehicle).



64.2. 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.

65.Brakes

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system.

Front axle:

- Six-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing (Pn: 9913414848A, 9913414838A)

Rear axle:

- Four-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing: Cooling air hose (Pn: 9915055738B)



All vehicles' cooling air hoses must be mounted with 2 hose clips (pn.: 99951273701), one at each end of each air hose. This to prevent that the hose slips off from its supports.

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

- Front axle: (diameter: 17.8 mm, pn.: 991.355.170.8C, 991.355.170.8E)
- Rear axle: (diameter: 17.8 mm, pn.: 991.355.170.8C, 991.355.170.8E)

Front axle:

- Aluminium 6-piston fixed calipers, one piece
- Internally vented brake discs, diameter = 380 mm, 32 mm thick, (FL: 991.351.105.8A & FR: 991.351.106.8A)

Rear axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented brake discs, diameter = 380 mm, 30 mm thick (RL: 991.352.107.8A & RR: 991.352.108.8A)

A knock-back spring must be installed in each case under each brake piston of all brake calipers. 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

Remarks: The use of ABS system is allowed, in case an ABS system is mounted the use of the master brake cylinder with Porsche part nr 991.355.170.8E is mandatory. Any system working like a traction control is strictly prohibited. The brake pads are free to choose, brake disks must stay original. It is allowed to equip the brake caliper lines with quick connectors.

66.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 (left: 991.341.613.8A, right: 991.341.613.7B). Hub extensions may be used. Furthermore, the parts used must be original Porsche parts. The standard longitudinal and height adjustment facility is allowed to be used. Line 991.347.775.8A of the steering gear must be equipped with a vibration damper 8K0.611.797.E or alternatively 8K0.611.797.F, see delivery condition.

67.Wheel suspension

67.1. General description front axle

McPherson suspension strut, adjustable in height, wheel camber and track

Forged struts

Optimized stiffness

Double shear track rod connection

Heavy-duty spherical bearings

Wheel hubs with center lock



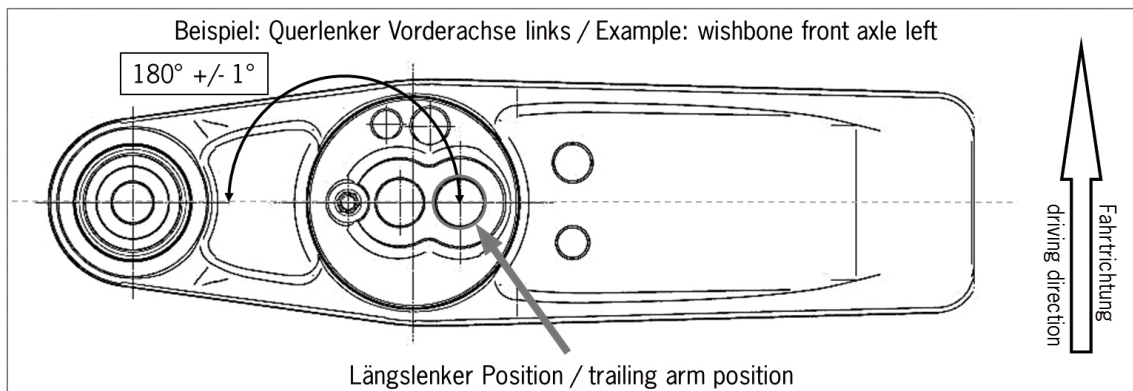
Racing shock absorbers, non-adjustable
Forged & adjustable top mounts
Double-blade-type anti-roll bar
Electrohydraulic power steering with external control function for easy car manoeuvring
Tyre pressure monitoring system

67.2. General description rear axle

Multilink rear suspension, adjustable in height, wheel camber and track
Forged struts
Optimized stiffness
Double shear track rod connection
Heavy-duty spherical bearings
Wheel hubs with center lock
Racing shock absorbers, non-adjustable
Forged top mounts
Double-blade-type anti-roll bar
Tyre pressure monitoring system

67.3. Camber

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 to change the camber angle are: Front axle: **18,0 mm** Rear axle: **15,0 mm**
Furthermore, it is optional to hide the camber shims with aluminium tape. 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 pic underneath). The wheelbase on the left and right sides of the vehicle must be 2,456 mm +/-15 mm. The measuring points are the centres of the wheel hubs.



68. 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 (991.343.761.8A) 2 mm (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.

69. Shock absorbers/springs

Only the factory-installed type 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. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Damper:	Front: 991.343.045.8D	Rear: 991.333.051.8A
Bump stop:	Front: 991.343.677.8A	Rear: 991.333.677.8A
Main spring:	Front (240 N/mm): 991.343.531.8C	Rear (260 N/mm): 991.333.531.8C
Helper spring:	Front (75/60/45): 996.343.537.90	Rear (80/60/60): 997.333.537.90

70. Wheels (flange + rim) and tyres

70.1. General description

Front axle: Single-piece light-alloy rims according to Porsche specification and design with center lock, 10.5J x 18 ET 28. Tyre size: 27/65-18

Rear axle: Single-piece light-alloy rims according to Porsche specification and design with center lock, 12J x 18 ET 53. Tyre size: 31/71-18

70.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

70.3. Tyres

According the Belcar Endurance Regulations

Slick tyres	Rain tyres
Front: 27/65 R 18	Front: 27/65 R 18
Rear: 31/71 R 18	Rear: 31/71 R 18

71. Bodywork

71.1. General description

- Lightweight bodywork with smart aluminium-steel composite construction
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
- Front bonnet with two air intake ducts for cockpit ventilation and quick release fasteners
- Removable roof section in compliance with the latest FIA safety regulations
- Pre-equipped fixation point for center safety net
- Pickup point for lifting device
- Modified and widened 911 GT3 fenders
- Modified rear wheel arches
- Modified and widened 911 GT3 front-end with spoiler lip
- Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulation

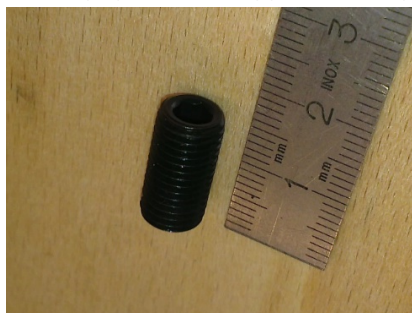
71.2. Lightweight exterior:

- Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors



- Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners
- Carbon-fibre-reinforced plastic adjustable rear wing (9 positions)
- Polycarbonate door windows and rear side windows with ventilation openings
- Polycarbonate rear window
- Rear underfloor with NACA ducts for brake and driveshaft cooling

Remark: Door retaining bolts which are mounted in the door hinges can be changed by a non-Porsche genuine bolts. This should be a threaded bush bolt with a female 4mm Allen head M8x1x16. You can purchase this item from the Porsche Endurance Trophy Benelux Support team. (pic underneath)



71.3. Modified 911 cockpit:

- Magnesium sub-frame in light weight design
- Ergonomic driver-oriented center console
- Switch mask with fluorescent lettering
- Steering wheel with quick release coupling, control panel and shift paddles
- Adjustable steering column with steering angle sensor
- Race bucket seat with longitudinal adjustment, Homologated to latest FIA requirements
- Individual padding system (delivery with size M)
- Shock absorbing roll cage safety cover for leg protection at drivers footwell
- Six-point racing safety harness
- 100 litre fuel cell (FT3 safety fuel cell) and „Fuel-Cut-Off“ safety valve in accordance with FIA regulation
- Built-in air jack system (three jacks) with valve mountable on both sides of the car

71.4. Water-based paint:

- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

72. Overall vehicle dimensions and overhangs:

- The overall length of the vehicle is 4,577 mm.
- Total width: 1,978 mm
- Total height: 1,248 mm
- Wheelbase: 2,456 mm +/-15 mm
- The front overhang is 1,046 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 1,075 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, including the exhaust, rear wing excluded).

73. External bodywork

The delivery status of the bodywork has to be preserved.



73.1. Windscreen

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are allowed to be used, as well as windscreens of the Porsche 911 GT3 street car with part number 9P1845011C. 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 heating function is allowed to be used. To protect the windscreen and as a safety measure, 'tear-off' screens are allowed to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers.

73.2. Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

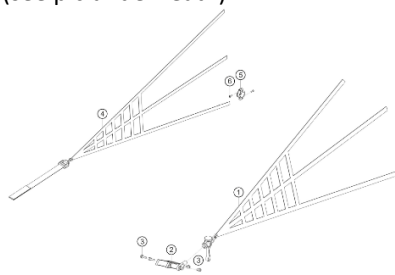
74.Cockpit

74.1. Ventilation in the passenger compartment:

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.

74.2. Safety Nets:

It is mandatory to use the after sales safety nets as specified in the valid spare parts catalog and mounted complying with the Porsche AG mounting instructions (see pic underneath)



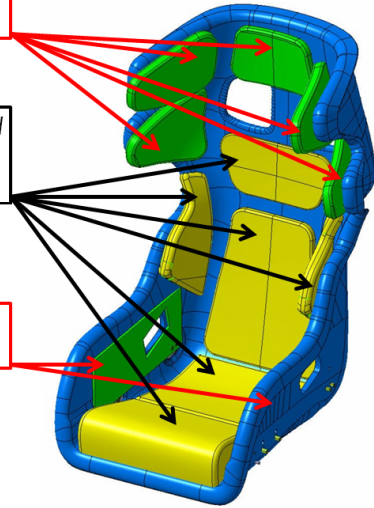
74.3. Seat:

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 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 Organiser. The preferred supplier for padding components is the seat manufacturer (Recaro). The original seat mounting (seat rails and bracket) must be retained and must not be modified.

Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

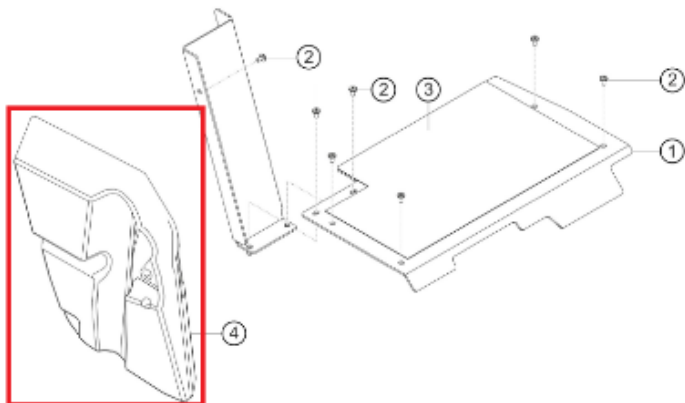
Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed



74.4. Roll cage safety padding:

All Porsche GT3 Cup, type 991 Gen II vehicles, must be equipped with the mandatory rollcage padding
All Porsche GT3 Cup, type 991 vehicles, must be equipped with the mandatory rollcage padding located in the drivers footwell (Pn: 9F0.880.413)



74.5. 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 565 x 475 mm. The roof hatch is connected to the roof via 7 livelocks which must be accessible at all times (no foiling or painting of live locks).

75. Aerodynamic devices

The original position of the wing section is allowed to be changed within the specified scope for adjustment. 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 at a 90° angle in relation to the particular gaps that are taped over. Furthermore, entrants are allowed to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork. Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed. It is strictly prohibited to cover the radiator grills

76. Electrical equipment

76.1. General description

COSWORTH colour display ICD with integrated fault diagnosis
COSWORTH electrical system control unit IPS32
Electronic throttle system
Fire extinguishing system (extinguishing agent: gas)
Battery 12 V, 70 Ah (AGM), leak-proof, placed in the co-driver foot well
Alternator 175 A
Fan in light weight design
Wiper with direct drive (intermittent and high speed function)

76.2. Lighting system:

Bi-xenon-headlight & LED daytime running light
LED rear lighting system and rain light in compliance with the latest
FIA Homologation Regulation
Two additional switches in the center console for additional power consumers
CAN connection (data logger, video system)

77. Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model years 2017-2019 are allowed to be installed. Additionally to the original fuel system, every car can be equipped with the after sales defueling kit

breakaway coupling: 2x 9971101918C

sealing washer: 2x 9912018839A

support washer: 2x WHT004800

adapter piece: 1x 9F0201156

drain hose: 1x 9F0201627

clamp: 1x 90017101401

The running of the car using the service position of the fuel pumps is prohibited, as long as there is no technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.



78.Optional parts

All parts found in the parts catalog, from the eligible vehicle, as indicated as an option are allowed to be used. Including endurance parts that aren't permitted in a regular Porsche One-Make-Serie.

A tank closing plate with filler neck and quick fill valve(s) is allowed to be installed, the brand is free, but the original Porsche system, developed for long-distance racing, found in the catalog, is strongly recommended. The filling neck can't continue further than the underside of the closing plate. This must be according the Belcar Endurance Regulations

79.Lubrication system

Engine: Mobil 1 0W-40 engine oil is recommended. All additives are prohibited.

Transmission: Mobilube 1 SHC 75W-90 transmission oil is recommended.

All additives are prohibited. There has to be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

80.Mandatory rework

80.1. Fender guide plates

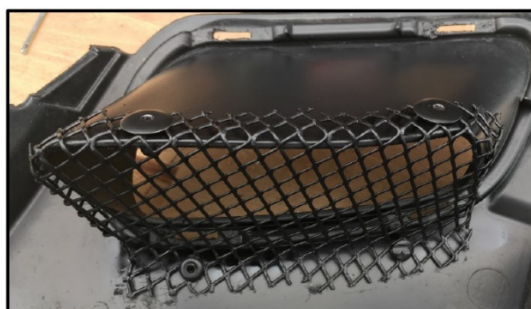
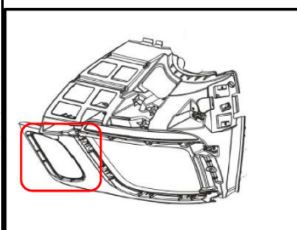
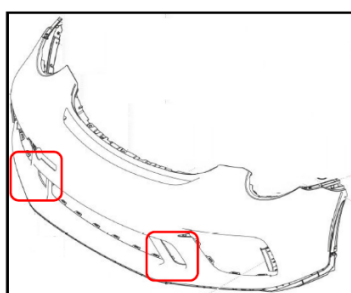


All cars must be equipped with air guide plates for the front fenders left and right hand side.
(Pn: 9F0.807.683, 9F0.807.684)



80.2. Additional radiator protection

For all Porsche GT3 Cup cars, Type 991 (MY2013 – 2019), it is mandatory to cover the small cooling ducts of the side radiators with the radiator mesh. (pn.: 99150571381, 99150571481)



B.2.2.: Specific Technical Regulations according to model year Porsche 911 GT3 Cup, Type 991, Gen I ('13 – '16)

In 'B.1.2. are the add. Regulations described only valid for the Porsche 911 GT3 Cup, **Type 991, Gen I (MY '13 – '16)**.

81.General information

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. Only vehicles of model year 2016, 2015 as well as of model year 2013 and 2014 with the required modifications according to the manual. 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.

82.General vehicle description

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

Concept: Single-seated, near-standard race vehicle based on the Porsche 911 GT3. For further general description the entrant shall refer to the respective paragraph of this technical regulations.

83.Engine

- Aluminium rear-mounted flat-six engine
- 3,800 cm³; 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 (99710204192)
- Water cooling with thermal management for engine and 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

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: 999.062.170.02 & 4 x nuts M10: 900.377.011.01

84.Exhaust system

Only the Porsche original race exhaust is allowed. During some events the additional side mufflers could be mandatory.

Remark: The "exhaust system without silencer", general linguistic usage as "Supercup exhaust system" is allowed to be used, only if it does not exceed the imposed noise limits valid for the concerning event.



85. Power transmission (gearbox/differential lock)

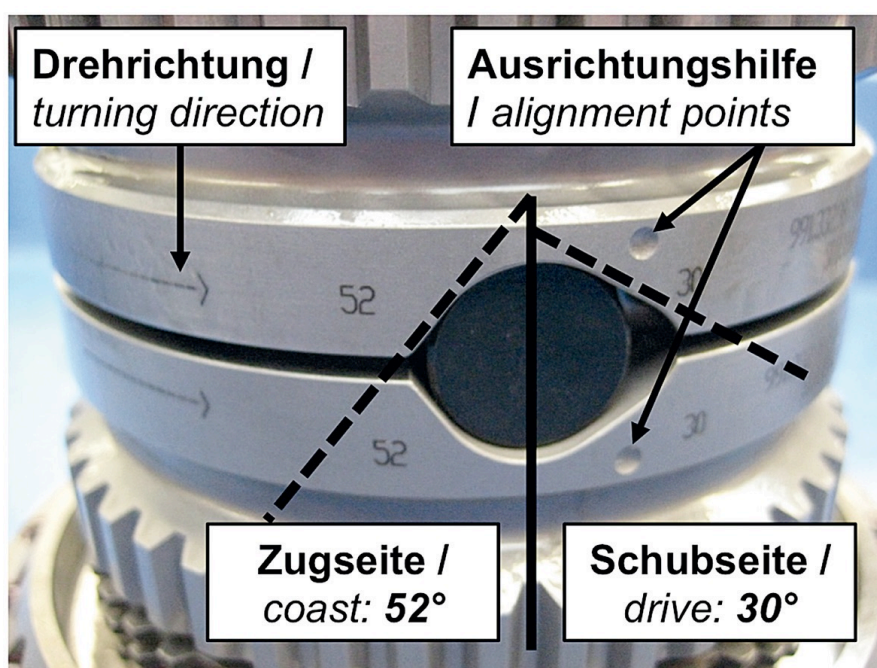
General description: Porsche 6-speed sequential constant-mesh transmission

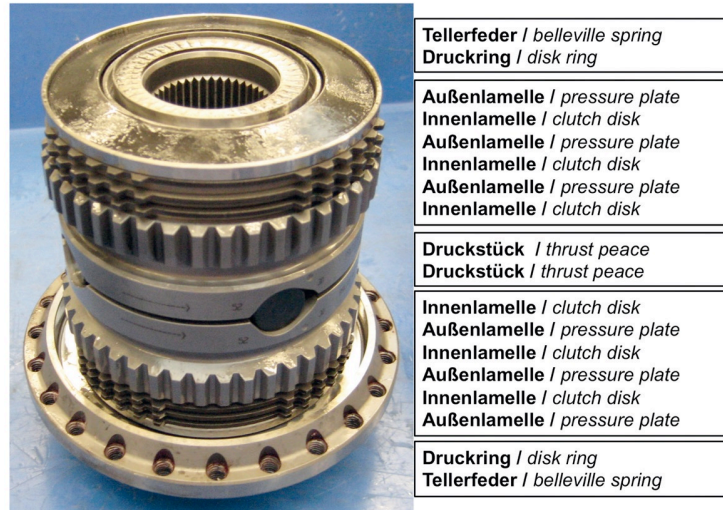
-	Ring & pinion gear 14/22	$i = 1.571$
-	Final drive 17/41	$i = 2.412$
-	1st gear 13/41	$i = 3.154$
-	2nd gear 17/40	$i = 2.353$
-	3rd gear 19/36	$i = 1.895$
-	4th gear 19/29	$i = 1.526$
-	5th gear 24/30	$i = 1.250$
-	6th gear 34/35	$i = 1.029$

- Internal pressure-oil lubrication with active oil cooling
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch (9911160019A)
- Pneumatic paddle shift system (Megaline)

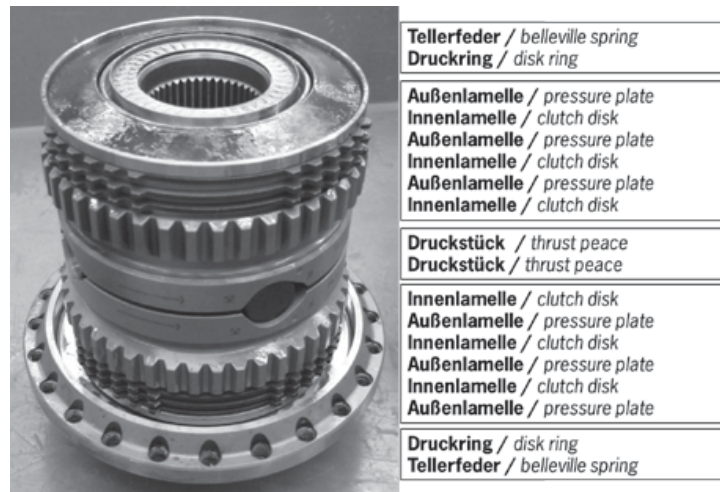
85.1. Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation, see underneath. The number of friction plates and the assembly order shall correspond to the image shown underneath, and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification. (see parts catalog of the eligible vehicle).

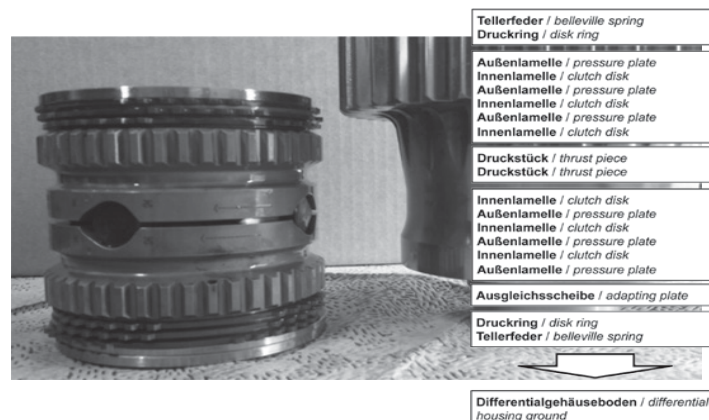




Construction MY 2014



Construction MY 2013



85.2. 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.



86.Brakes

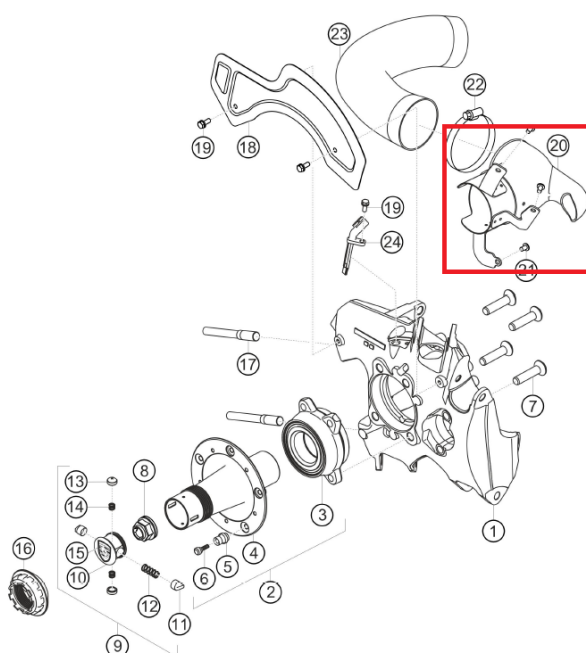
Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system Derivative sensors & harness for retrofitting an ABS system.

Front axle:

- Six-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing (Pn: 9913414848A, 9913414838A)

Rear axle:

- Four-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing: Cooling air hose (Pn: 9915055738A) + mandatory driveshaft cooling
- (pn.: 9915753348A, 9915753338A)





All vehicles' must be equipped with the mandatory additional brake and driveshaft -air scoops

(Pn: 9915753348A, 9915753338A). Also the cooling hose must be update to the Gen II version

(Pn: 9915055738B). The air hoses must be mounted with 2 hose clips (Pn: 99951273701), one at each end of each air hose. This to prevent that the hose slips of from its supports.

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

Front axle: (diameter: 17.8 mm, part number: 991.355.170.8C, 991.355.170.8E)

Rear axle: (diameter: 17.8 mm, part number: 991.355.170.8C, 991.355.170.8E)

Front axle:

- Aluminium 6-piston fixed calipers, one piece: FL: 991.351.427.8A & FR: 991.351.428.8A
- Internally vented brake discs, diameter = 380 mm, 32 mm thick, (FL:991.351.105.8A & FR: 991.351.106.8A)

Rear axle:

- Aluminium 4-piston fixed calipers, one piece (RL: 991.352.427.8A & RR: 991.352.428.8A)
- Internally vented brake discs, diameter = 380 mm, 30 mm thick, (RL: 991.352.107.8A & RR: 991.352.108.8A-

A knock-back spring must be installed in each case under each brake piston of all brake calipers. 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

Remarks: The use of ABS system is allowed, in case an ABS system is mounted the use of the master brake cylinder with Porsche part nr 991.355.170.8E is mandatory. Any system working like a traction control is strictly prohibited. The brake pads are free to choose, brake disks must stay original. It is allowed to equip the brake caliper lines with quick connectors.

Brake system pushrod:



All 991 GT3 Cup model year 2016 cars MUST be modified before further use. The master cylinder pushrod must be changed by the pushrod with part number 9914239498A.

Installation method: File: PA10_0271_01_2017_Tech_Info_GT3_Cup_Master_Cylinder_Pushrod_en

87.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 (9913416138A). 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.

88.Wheel suspension

88.1. General description 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

88.2. General description rear axle

- Multi-link rear axle, adjustable in height, wheel camber and track
- Forged struts
- Optimised stiffness

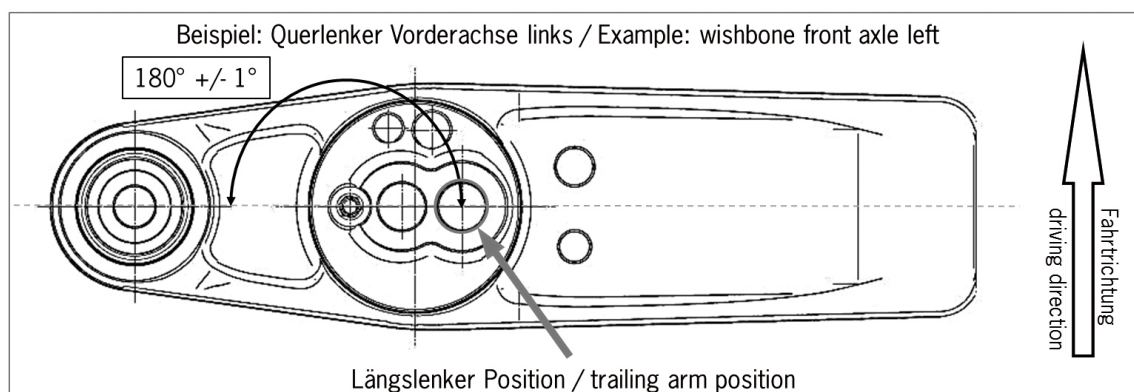


- Two-shear connection
- Heavy-duty spherical bearings
- Wheel hubs with central locking
- Racing shock absorbers, non-adjustable
- Forged supporting mounts
- Double-blade-type anti-roll bar

88.3. Camber

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 to change the camber angle are: Front axle: **18,0 mm**, Rear axle: **15,0 mm**

Furthermore, it is optional to hide the camber shims with aluminium tape. 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.



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.

89. 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 (991.343.761.8A) & 2 mm (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.

90. Shock absorbers/springs

Only the factory-installed type 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. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Vibration damper:	Front: 991.343.045.8D & Rear: 991.333.051.8A
Bump stop:	Front: 991.343.677.8A & Rear: 991.333.677.8A
Main spring:	Front: (240 N/mm): 991.343.531.8C & Rear: (260 N/mm): 991.333.531.8C
Helper spring:	Front: (75/60/45): 996.343.537.90 & Rear: (80/60/60): 997.333.537.90

91. 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.

92. Wheels (flange + rim) and tyres

92.1. General description

Front axle:	Single-piece light-alloy rims according to Porsche specifications and design, 10.5 J x 18 RO 28, with central locking. 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. Tyre size: 31/71 R 18

92.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

92.3. Tyres

According the Belcar Endurance Regulations

Slick tyres	Rain tyres
Front: 27/65 R 18	Front: 27/65 R 18
Rear: 31/71 R 18	Rear: 31/71 R 18



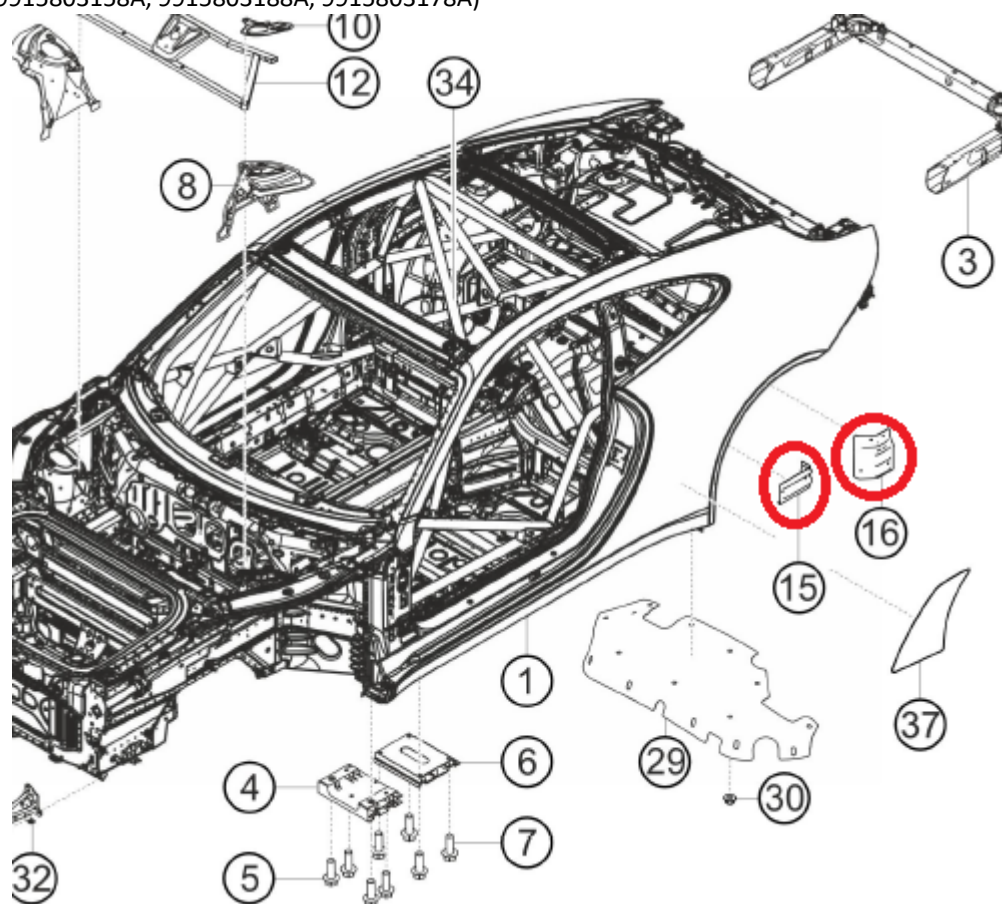
93.Bodywork

93.1. General description

- 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 Homologation Regulations

93.2. Bodyshell protection

It is highly recommended to have the car equipped with the protection plates for the rear cast aluminium sub frame (Pn: 9915803168A, 9915803158A, 9915803188A, 9915803178A)



93.3. 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



Remark: Door retaining bolts which are mounted in the door hinges can be changed by a non-Porsche genuine bolts. This should be a threaded bush bolt with a female 4mm Allen head M8x1x16. You can purchase this item from the Porsche Endurance Trophy Benelux Support team.



93.4. 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
- Built-in air jack system (three jacks) with valve mountable on both sides of the car

93.5. Water-based paint:

- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

94. Overall vehicle dimensions and overhangs:

- The overall length of the vehicle is 4,547 mm +/-10 mm.
- Total width: 1,851 mm
- Total height: 1,280 mm
- Wheelbase
- : 2,460 mm +/-15 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).



95.External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

95.1. Windscreen

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are allowed to be used, as well as windscreens of the Porsche 911 GT3 street car with part number 9P1845011C. 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 heating function is allowed to be used. To protect the windscreen and as a safety measure, 'tear-off' screens are allowed to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers.

95.2. Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows 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

96.Cockpit

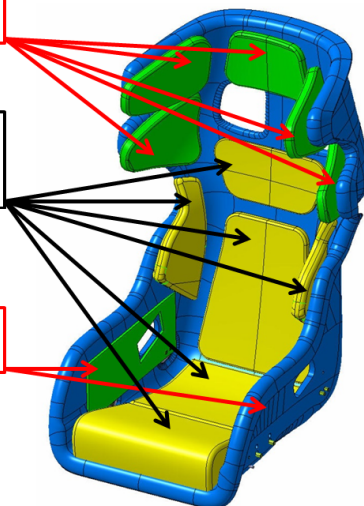
96.1. Seat

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 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 Organiser. The preferred supplier for padding components is the seat manufacturer (Recaro). The original seat mounting (seat rails and bracket) must be retained and must not be modified.

Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed



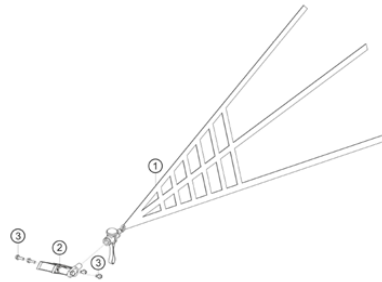
96.2. Ventilation in the cockpit

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.



96.3. Safety Nets

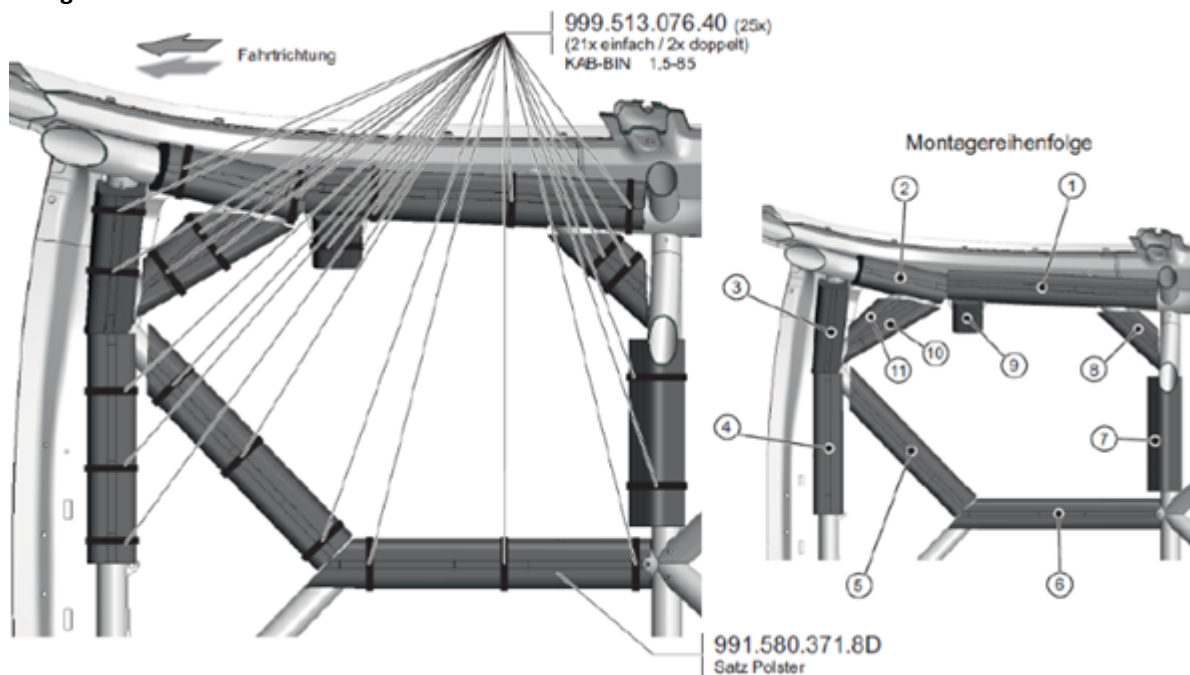
It is highly recommended to equip the cup car with the after sales safety net mounted on the left side of the driver. As specified in the valid spare parts catalog and mounted complying with the Porsche AG mounting instructions.



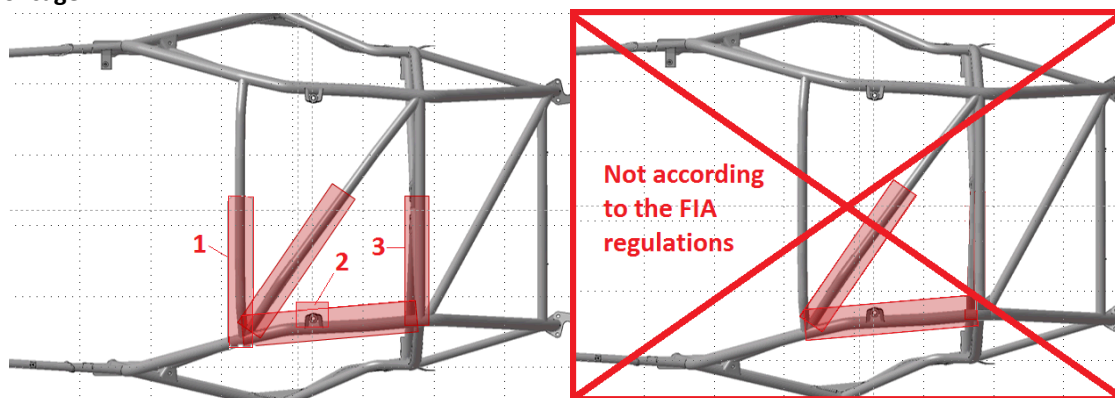
96.4. Roll cage safety padding

All Porsche GT3 Cup, type 991 Gen I vehicles, must be equipped with the mandatory rollcage padding.

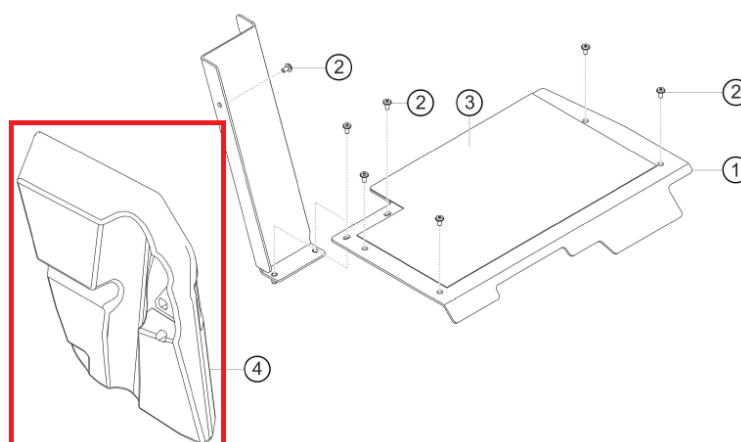
Y-rollcage:



Diagonal-rollcage:



All Porsche GT3 Cup, type 991 vehicles, must be equipped with the mandatory rollcage padding located in the drivers footwell. (pn.: 9F0.880.413)



96.5. 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 live locks.

97. 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.

98. Electrical equipment

98.1. General description

- COSWORTH ICD colour display
- COSWORTH electrical system control unit IPS32
- Electronic accelerator pedal
- Fire extinguishing system (extinguishing agent: gas)



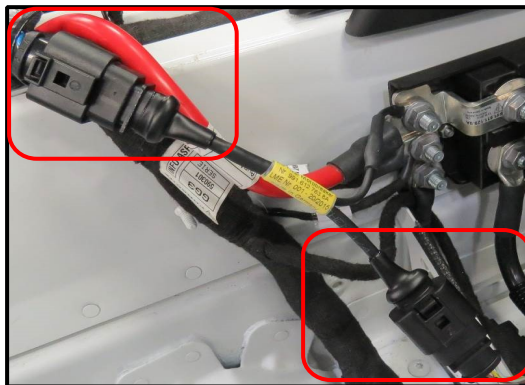
- 12 V, 70 Ah battery, leak-proof, placed in the passenger's footwell, mandatory OEM battery cover
- 150 A alternator
- Weight optimised fan
- Wiper with direct drive

98.2. Lighting system

- Bi-Xenon headlights
- LED daytime driving lights
- LED rear lighting system and rain light

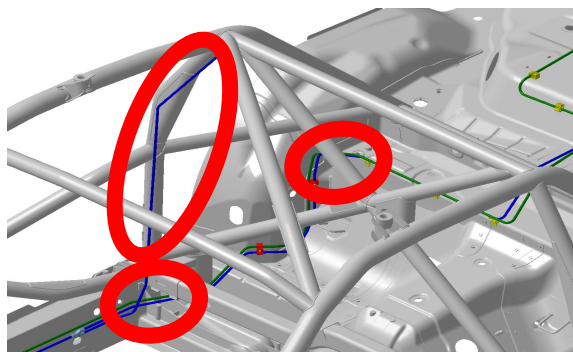
98.3. Filter cable

All Porsche GT3 Cup, type 991 Gen I vehicles must be equipped with the mandatory Filter cable.
pn.: 9916127638B



98.4. Fire extinguisher system

All Porsche GT3 Cup, type 991 Gen I vehicles' fire extinguisher system must be modified.



99. 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. Additionally to the original fuel system, every car can be equipped with the after sales defueling appliance consisting of the following parts:

- breakaway coupling: 2x 9971101918C
- sealing washer: 2x 9912018839A
- support washer: 2x WHT004800
- adapter piece: 1x 9F0201156
- drain hose: 1x 9F0201627
- clamp: 1x 90017101401

The running of the car using the service position of the fuel pumps is prohibited, as long as there is no technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.

100. Optional parts

Remarks: All parts found in the parts catalog, from the eligible vehicle, as indicated as an option are allowed to be used. Including endurance parts that aren't permitted in a regular Porsche One-Make-Serie. A tank closing plate with filler neck and quick fill valve(s) is allowed to be installed, the brand is free, but the original Porsche system, developed for long-distance racing, found in the catalog, is strongly recommended. The filling neck can't continue further than the underside of the closing plate. This must be according the Belcar Endurance Regulations

101. Lubrication system

Engine: MOBIL1, 0W40 engine oil mandatory. All additives are prohibited.

Transmission: Mobilube, 1SHC 75W-90 transmission oil is mandatory. All additives are prohibited.

There has to be min 2.7 liter transmission oil in the gearbox at all times during the event.



B.3.0.: Porsche 911 GT3 Cup, type 997 MK I & II ('05-'09) & ('10-'13)

In B.2.0. are the rules described for all type 997 GT3 Cup cars. Only vehicles of the model Porsche 911 GT3 Cup, type 997 MK I and II (a special series produced by Porsche AG), of the model years '05 – '09 and '10 – '13 which fully comply with these Regulations are eligible to participate. The vehicles must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full.

102. Accepted cars

- Porsche 911 GT3 Cup, type 997 MkII ('10-'13)
- Porsche 911 GT3 Cup, type 997 MkI ('05-'09)

103. Principles of the Technical Regulations in accordance with

- Art. 251–253 of Appendix J (FIA ISC)
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG
- Spare parts catalogues of the eligible vehicles
- General provisions, definitions and clarifications regarding the technical rules
- Wiring diagrams of the eligible vehicles

104. Weight

104.1. Ballast

The installation of ballast is permitted. It is recommended to use original Porsche ballast components used to add weight to the vehicle to reach the minimum vehicle weight.

104.2. The mandatory minimum vehicle weight

- Porsche 911 GT3 Cup, type 997 MK II ('10-'13) **1160kg**
- Porsche 911 GT3 Cup, type 997 MK I ('05-'09) **1150kg**



105. Ground clearance of vehicle

The minimum ground clearance of the vehicle (with the driver in the vehicle), tyres at 2.0 bar ± 0.1 bar air pressure must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event. For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 65,0 mm and the clearance at the rear axle a minimum of 110,0 mm. The measuring points at the front axle are the mounting bolts (M14x120) 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. 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.

Front: **65,0 mm** Rear: **110,0 mm**

Front axle:



Rear axle:



106. 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 Appendix J to the FIA’s International Sporting Code.

106.1. Roll cage

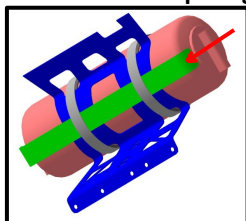
The welded roll cage with DMSB certificate No. 23-24/67-S... is compulsory and must not be modified.

106.2. Fire extinguisher

As standard, a fire extinguishing system is to be installed which satisfies the regulations in Appendix 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.



All vehicles competing in Class 2 must be equipped with the anti-torpedo tab. pn.: 9F0880909



106.3. Towing lugs:

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

106.4. Seat

A valid FIA homologation seat need to be used.

106.5. Safety belts

A valid FIA-homologated 6-point seat belt need to be used.

106.6. Circuit breaker

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

106.7. Fuel circuit

Remark: In context of endurance races, modifications to the fuel circuit are allowed, the endurance kit which is included in the spare Parts Catalog of the eligible vehicle must be used.

A tank closing plate with filler neck and quick fill valve(s) is allowed to be installed, the brand is free, but the original Porsche system, developed for long-distance racing, found in the catalog, is strongly recommended. The filling neck can't continue further than the underside of the closing plate. This must be according the Belcar Endurance Regulations

B.3.1.: Specific Technical Regulations according to model year Porsche 911 GT3 Cup, type 997 MK II ('10-'13)

In B.3.1. are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup, **Type 997, MK II (MY 2010 – 2013)**.

107. General vehicle description

Porsche 911 GT3 Cup (Type 997), Year of manufacturing 2010-11-12-13.

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

108. 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

Remark: Modifications to the engine are allowed as long it is allowed in the general Belcar Endurance regulations. The engine displacement (cc) must stay original, the use of turbo's or superchargers are strictly prohibited.

109. Exhaust system

Only the Porsche original race exhaust is allowed. During some events the additional side mufflers could be mandatory.

Remark: The “exhaust system without silencer”, general linguistic usage as “Supercup exhaust system” is allowed to be used, only if it does not exceed the imposed noise limits valid for the concerning event.

110. Power transmission (gearbox/differential lock)

110.1. General description

Six-speed sequential dog-type gearbox

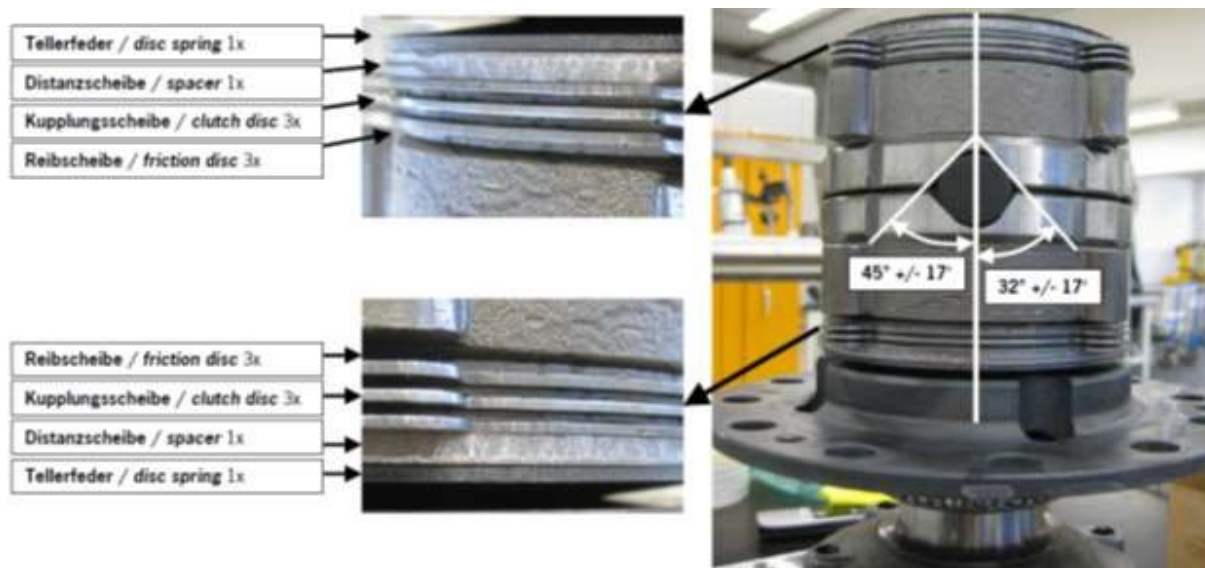
Gear ratios :

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

Remark: Gear ratios, crown wheel, differential, a paddle shift system are free to choose.

Standard differential:



111. 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

112. 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)

113. 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

Remarks: Brake disks and brake pads are free to choose, as long it is allowed in the general Belcar Endurance Regulations.

The use of an ABS system is allowed, any system working like a traction control is strictly prohibited.

It is allowed to equip the brake caliper lines with quick connectors.

114. Rims

Front axle

- Three-piece BBS centre-lock aluminium rims 9.5Jx18 ET 37
- 1-piece APP centre-lock aluminium rims 9.5Jx18 ET 37

Rear axle

- Three-piece BBS centre-lock aluminium rims 12Jx18 ET 30
- 1-piece APP centre-lock aluminium rims 12Jx18 ET 30

Remark: Rims are free to choose as long it is allowed in the general Belcar Endurance regulations and that the original dimensions are preserved.

115. Tyres

Slick tyres

Front: 25-64-18

Rear: 30/68/18

Rain tyres

Front: 25-64-18

Rear: 30/68/18

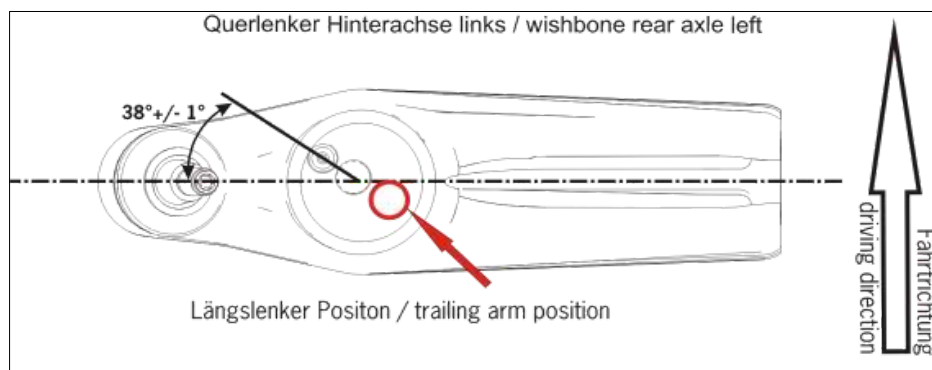
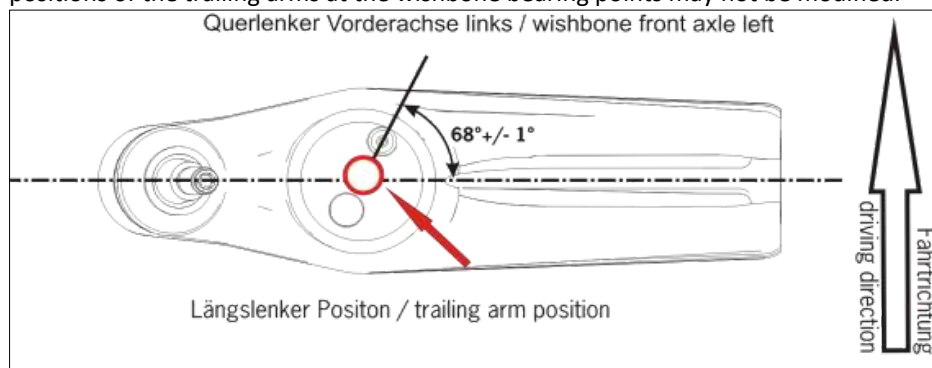
116. Suspension

116.1. Camber

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: **13,0 mm** Rear axle: **10,0 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.



The wheel base must be 2353mm +/- 10mm

117. 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.

118. Shock absorbers/springs

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

119. Body

119.1. Body, exterior

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

119.2. 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

119.3. Side window:

pn.: 997.543.011.9D, 997.543.012.9D

119.4. Rear window:

pn.: 997.545.111.92

119.5. Front lip

pn.: 997.505.557.92

120. Passenger compartment/cockpit

120.1. Seat

The seat can be adjusted by removing or adding upholstery. The original mounting (seat rail and bracket) may be retained. The use of modified original seat brackets 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.

120.2. 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.

121. Aerodynamic devices

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

122. Electrical equipment

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

122.1. Engine electronic control units

Only the Bosch Motorsport – Motronic - electronic control units may be used throughout the entire event.

Remark: The entrant / team is free to reprogram the ECU. The entrant/team is fully responsible in any case.

123. Lubrication system

Engine: MOBIL1 engine oil is mandatory. All additives are prohibited.

Gearbox: Mobilube 1 SHC 75W-90 transmission oil is mandatory. All additives are prohibited.

There has to be a minimum of 3.3 litres transmission oil in the gearbox at all times during the events.



B.3.2.: Specific Technical Regulations according to model year Porsche 911 GT3 Cup, type 997 MK I ('05 – '09)

In B.2.2. are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup, **Type 997, MK I (MY 2005 – 2009)**.

124. General vehicle description

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

125. Concept

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

126. Engine

126.1. General description

- 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

Remark: Modifications to the engine are allowed as long it is allowed in the general Belcar Endurance regulations. The engine displacement (cc) must stay original, the use of turbo's or superchargers are strictly prohibited.

127. Exhaust system

Only the Porsche original race exhaust is allowed. During some events the additional side mufflers could be mandatory.

Remark: The "exhaust system without silencer", general linguistic usage as "Supercup exhaust system" is allowed to be used, only if it does not exceed the imposed noise limits valid for the concerning event.

128. Power transmission (gearbox/differential lock)

General description: Six-speed sequential dog-type gearbox

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

Remark: Gear ratios, crown wheel, differential, a paddle shift system are free to choose.

Standard differential:



129. 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

130. Suspension/Chassis

Front axle

McPherson strut-type axle

Sachs gas-pressure shock absorbers

Double coil springs (main spring & 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 & 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)

131. 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

Remarks: Brake disks and brake pads are free to choose, as long it is allowed in the general Belcar Endurance regulations

The use of an ABS system is allowed, any system working like a traction control is strictly prohibited. It is allowed to equip the brake caliper lines with quick connectors.

134.3. Shock absorbers/springs

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

135. Body and dimensions

135.1. Body, exteriors

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

135.2. 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.

135.3. Side window

Part No. 997.543.011.9D, 997.543.012.9D

135.4. Rear window

Part No. 997.545.111.92

135.5. Front lip open

Part No. 997.505.983.91

136. 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 Guernsey-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 Guernsey-Flap. The Guernsey-Flap must not be modified mechanically and/or painted.

137. 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
- Engine Electronic Control Unit: Only the Bosch Motorsport – Motronic - electronic control units may be used throughout the entire event.

138. Lubrication system

Engine: Mobil1 engine oil is mandatory. All additives are prohibited.

Gearbox: Mobilube 1 SHC 75W-90 oil is mandatory. Additives are prohibited.

There has to be a min 3.3l transmission oil in the gearbox at all times during the events.

B.4.0.: Specific Technical Regulations according to model year Porsche 911 GT3 Cup, type 996 ('99 – '05)

In B.4.0. are the Technical Regulations described only valid for the Porsche 911 Cup, **type 996 (1999-2005)**.

139. General vehicle description

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

140. Concept

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

141. 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

Remark: **Modifications to the engine are allowed as long it is allowed in the general Belcar Endurance regulations. The engine displacement (cc) must stay original, the use of turbo's or superchargers are strictly prohibited.**

142. Exhaust system

Only the Porsche original race exhaust is allowed. During some events the additional side mufflers could be mandatory.

Remark: **The “exhaust system without silencer”, general linguistic usage as “Supercup exhaust system” is allowed to be used, only if it does not exceed the imposed noise limits valid for the concerning event.**

143. Power transmission (gearbox/differential lock)

General description: Six-speed manual gearbox

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

Remark: Gearbox, gear ratios, crown wheel, differential, a paddle shift system are free to choose.

Differential lock, ramp angle GT3 cup, type 996:



144. 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, Carbon-fibre rear bumper
- 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 mandatory.
- Safety retainer for battery fixation

145. 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)

146. Brake system

The Porsche 996 cup has a ABS 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

Remark: Brake disks and brake pads are free to choose, as long it is allowed in the general Belcar Endurance regulations

Any system working like a traction control is strictly prohibited.

It is allowed to equip the brake caliper lines with quick connectors.

147. Rims

Front axle

- Three-piece BBS centre-lock aluminium rims (9 J x 18), ET 46

Rear axle

- Three-piece BBS centre-lock aluminium rims (11 J x 18), ET 59



Remark: Rims are free to choose as long it is allowed in the general Belcar Endurance regulations and that the original dimensions are preserved.

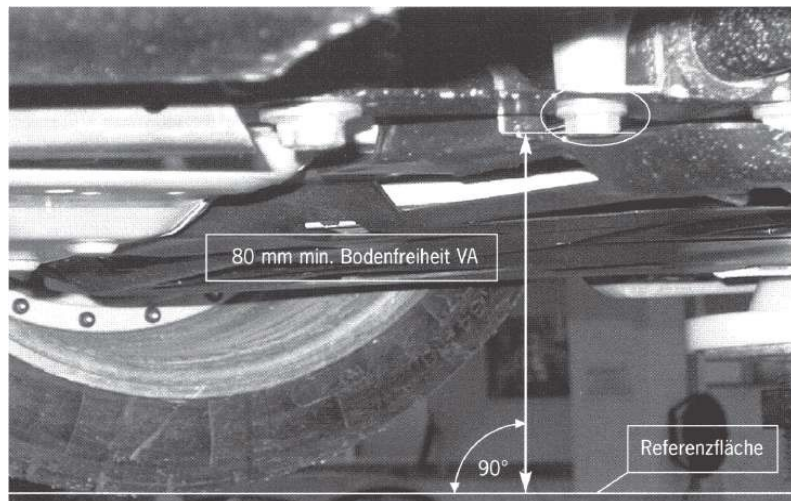
148. Tyres

Slick tyres:	Rain tyres:
Front: 24/64-18	Front: 24/64-18
Rear: 27/68-18	Rear: 27/68-18

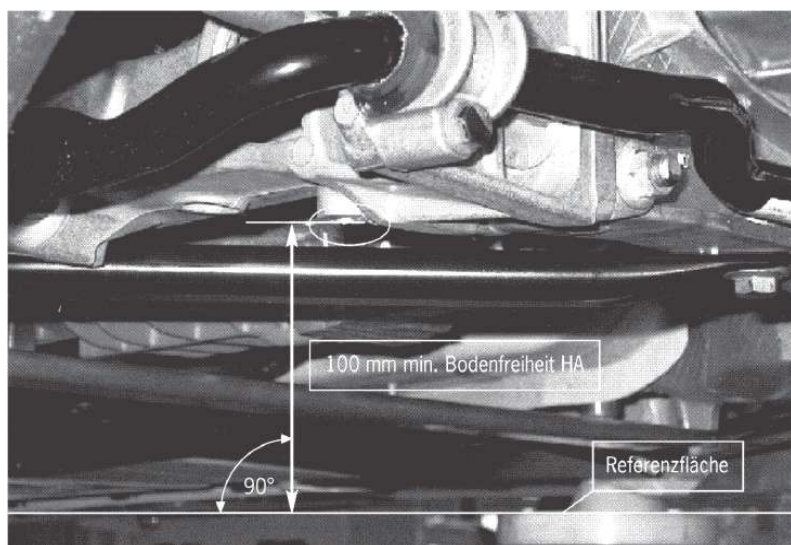
149. Suspension (chassis)

149.1. Minimum ground clearance:

Front axle: min 80 mm



Rear axle: min 100 mm



149.2. Camber

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: **13,0 mm** Rear axle: **10,0 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.

149.3. 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.

149.4. Shock absorbers/springs

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

150. Body

150.1. Body, exterior (including windows)

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

150.2. 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.

151. Passenger compartment/cockpit

151.1. 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.

151.2. 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.

152. Aerodynamic aids (rear wing)

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

153. Electrics

- Battery: 12 volts, 50 Ah, mandatory OEM cover for battery positive pole, 90 Ah generator
- Only the Bosch Motorsport - Motronic - electronic control units may be used.

154. Lubrication system

Engine: MOBIL1 engine oil is mandatory. All additives are prohibited.

Gearbox: Mobilube 1 SHC 75W-90 transmission oil is mandatory, min 3.3 litre oil in the gearbox.

155. 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 Appendix J to the FIA’s International Sporting Code.

155.1. Roll cage

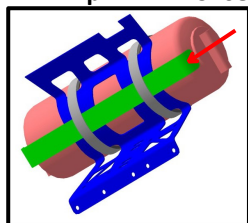
The welded roll cage with DMSB certificate No. 23-2/67-S... of model year 2005 is compulsory and must not be modified.

155.2. Fire extinguisher

As standard, a fire extinguishing system is to be installed which satisfies the regulations in Appendix 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.



Mandatory rework: All vehicles competing in Class 2 must be equipped with the anti-torpedo tab.
pn.: 9F0880909



155.3. 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.

155.4. Seat

Standard seat with FIA homologation in accordance with FIA Standard 8855-1999.

155.5. 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.

155.6. Circuit breaker

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

B.5.0.: Specific Technical Regulations for Porsche 911 GT3 Cup, build before 1997

In B.5.0. are the rules described for the model Porsche 911 build before 1997. All concerning vehicles must comply with these technical regulations.

156. Accepted vehicles

- Porsche 911, type 964 Cup '90-'91
- Porsche 911, type 964 Cup '92-'93
- Porsche 911, type 993 Cup 3.8 '94-'97
- Porsche 911 pré '97

157. Technical rules.

According Belcar Endurance Regulations. In addition a mandatory minimum vehicle weight is listed underneath.

158. Ground clearance of vehicle:

N/A

159. Safety equipment:

According the Belcar Endurance Regulations

160. Weight

160.1. Ballast

The installation of ballast is permitted. It is recommended to use original Porsche ballast components used to add weight to the vehicle to reach the minimum vehicle weight.

160.2. Mandatory minimum vehicle weight

- Porsche 911, type 964 Cup, '90-'91 **1120kg**
- Porsche 911, type 964 Cup, '92-'93 **1120kg**
- Porsche 911, type 993 Cup 3.8, '94-'97 **1120kg**
- Porsche 911 (pré '97) **1120kg**

The Porsche Endurance Trophy Benelux, RACB, or Belcar Endurance organisation reserves the right to change the minimum vehicle weight at all times.

These organizations also reserves the rights to exclude or reject a vehicle if the vehicle type and/or performance doesn't fit in the global mindset or goal of the Porsche Endurance Trophy Benelux or Belcar Endurance series.



Part C.: “ CAYMAN CLUBSPORT TROPHY ” Tech. Regulations

In Part C are the general rules described for the model Porsche 718 Cayman GT4 Clubsport, type 982 & Porsche Cayman GT4 Clubsport, type 981 (a special series produced by Porsche AG), of the model years 2019 and 2016. The concerning vehicles must fully comply with these Regulations. The Cayman GT4 from series production is used as the basis for this vehicle. The vehicles must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full.

161. Accepted cars

- | | | |
|------------------------------------|----------|-------|
| • Porsche 718 Cayman GT4 Clubsport | type 982 | ('19) |
| • Porsche Cayman GT4 Clubsport | type 981 | ('16) |

162. 'Trophy' specification:

Both models mentioned above are available in 2 configurations, the 'Track day' and the 'Competition'. The Cayman in 'Competition' configurations is allowed to do compete in races. In some series the 'Competition' version is upgrade to a 'Trophy' specification. To increase the drivers' safety, to make the race car more reliable and easier to handle.

The 'Trophy' spec is developed for the VLN series organised by Manthey Racing, The 'GT4' spec is developed for SRO GT4 series. In the Porsche Endurance Trophy Benelux, the Porsche 718 Cayman GT4 CS (982) & Cayman GT4 CS (981) must be compliant with the 'Trophy' specifications. All race cars competing in the 'Cayman Clubsport Trophy' must be fully equipped according the Manthey Racing spare parts catalog from the eligible vehicle. In the above mentioned spare parts catalog is made a subdivision, indication for individual parts or group of parts if it belongs to the 'Trophy' spec or 'GT4' spec. In general parts belonging to the 'GT4' spec are strictly prohibited or otherwise exceptions are clearly indicated further in the regulations.

163. Principles of the Technical Regulations in accordance with

- Art. 277 of Appendix J (ISG from the FIA)
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG (Porsche Motorsport: PMRSI)
- Spare parts catalogues of the eligible vehicles (Porsche Motorsport & Manthey Racing)
- General provisions, definitions and clarifications regarding the technical rules of the RACB
- Wiring diagrams of the eligible vehicles

164. Exclusion of a Porsche 718 Cayman GT4 Clubsport, type 982 & 981

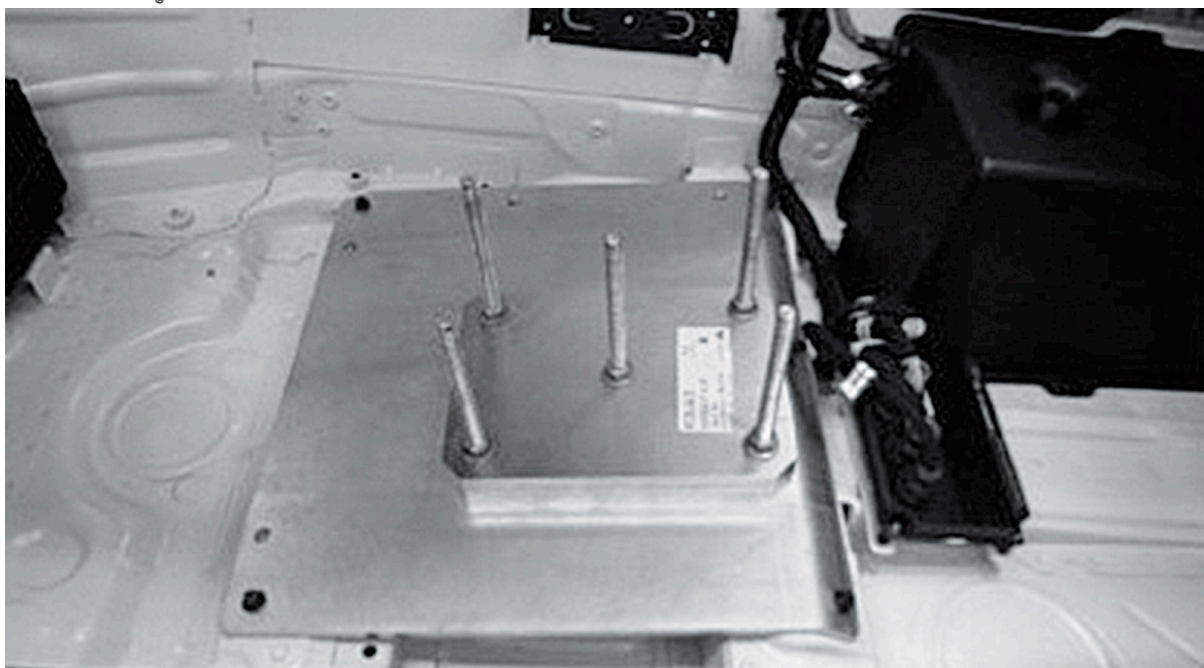
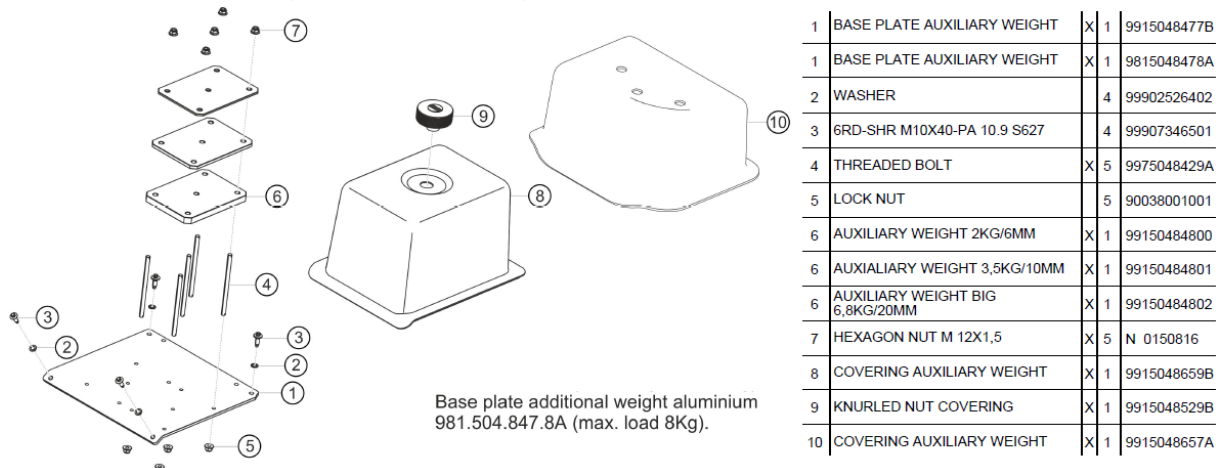
The organiser has the right to exclude a car from competing during an event when the car isn't repaired correctly after an incident. It doesn't matter if this incident took place during a Porsche Endurance Trophy Benelux event, unofficial test drive session or other championship events. The arguments could be: Safety, in the broadest sense of the word.

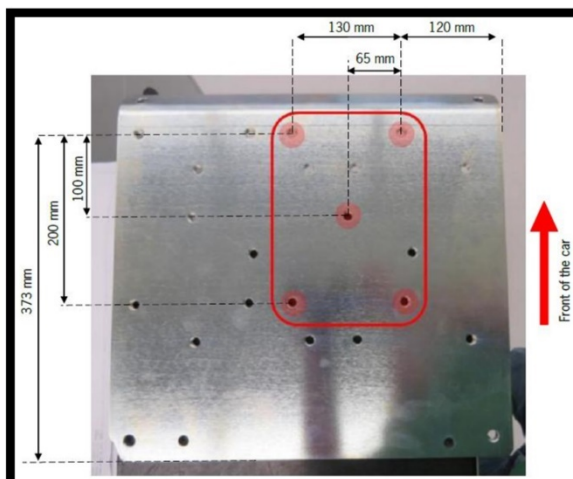
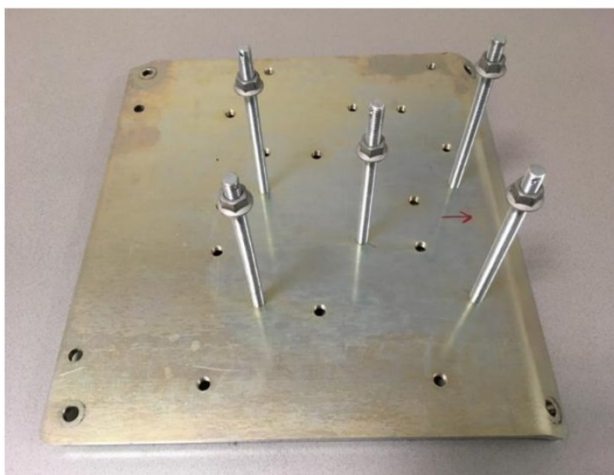
- Car is in violation with the Technical Regulations of the Belcar Endurance series
- Any reason that Porsche AG (in the broadest sense of the word) defines by any medium.
- Damaged roll cage
- Repaired roll cage without certificate.

165. Weight

165.1. Ballast

The installation of ballast is permitted. Only original Porsche ballast components must be used to add weight to the vehicle to reach the minimum vehicle weight. These must be installed in the provided holders at the position of the passenger's seat in accordance with the pictures underneath. The mounting of the ballast cover is mandatory if the ballast base plate is mounted. The ballast system must be mounted as described in the Technical Manual or Spare Parts Catalog of the corresponding vehicle.





165.2. The mandatory minimum weight of a vehicle per vehicle model year

- Porsche 718 Cayman GT4 Clubsport type 982 (MY 2019): **1315kg**
- Porsche Cayman GT4 Clubsport type 981 (MY 2016): **1325kg**

165.3. Replacement and loss of vehicle parts

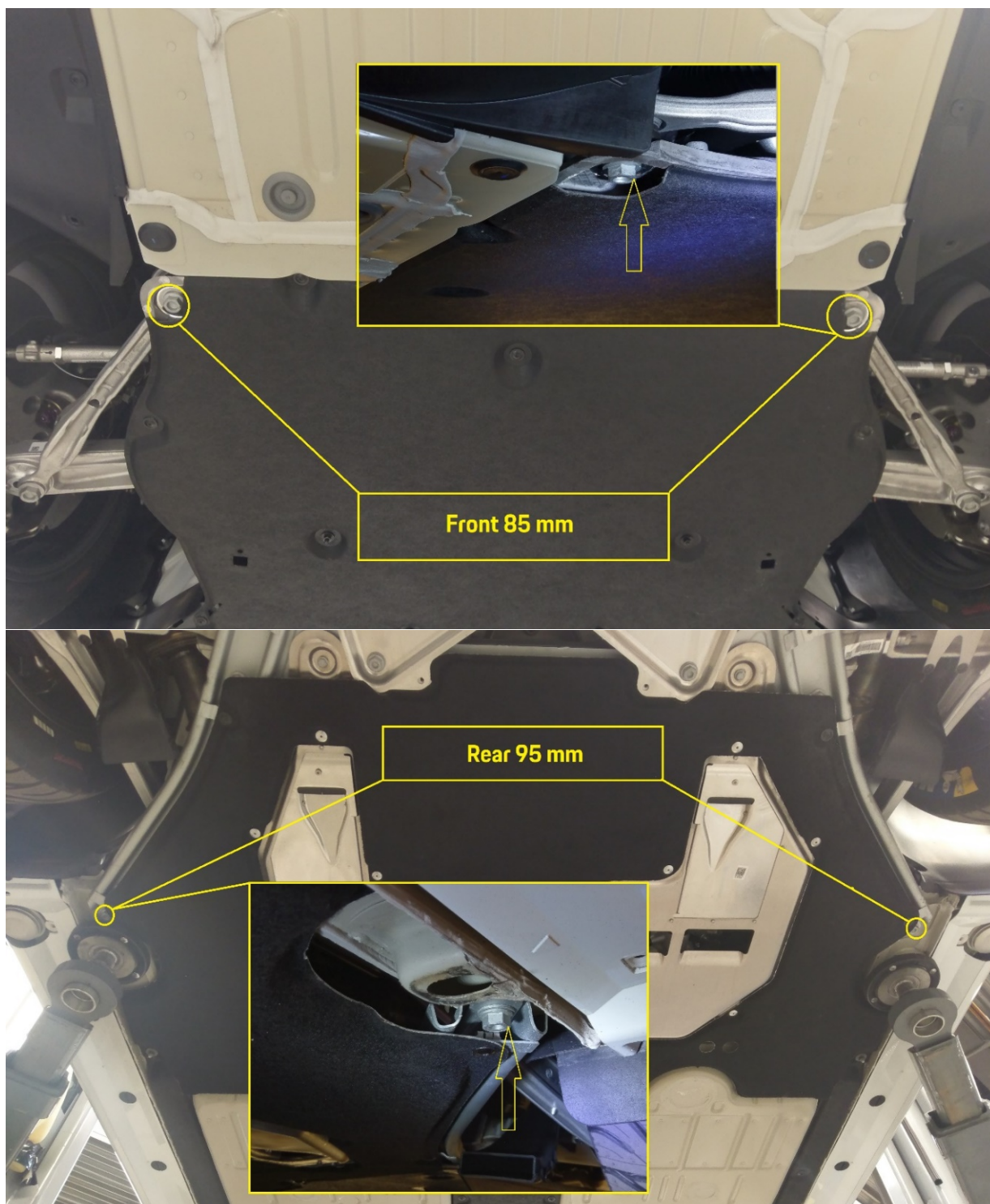
In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding, 25 kg, to the measured weight of the car.

166. Ground clearance of vehicle

The minimum ground clearance of the vehicle (with the driver in the vehicle), tyres at 2.0 bar ± 0.1 bar air pressure must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event. For the entire duration of the race event the minimum ground clearance of the front axle is 85,0 mm and the minimum ground clearance at the rear axle is 95,0 mm.

The measuring points at the front axle are the mounting bolts (M12x105) of the cross member/bodywork.

The measuring points at the rear axle are the mounting bolts (M10 x 35) of the diagonal brace mounted to the body used as a fixing point for the rear engine underbody panel. The ground clearance is allowed to be changed within the existing adjustment range.



166.1. Min ground clearance (Type 982 MY2019 & type 981 MY2016):

- Front: **85,0 mm** (tyre pressure at 2.0 bar \pm 0.1 bar)
- Rear: **95,0 mm** (tyre pressure at 2.0 bar \pm 0.1 bar)

166.2. Failure to reach minimum height

Failure to reach the minimum height will be reported to the Stewards.

167. Data and Radio transfer

167.1. Data recording

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. All recorded data relating to the free practice, qualifying or race must be made available to the Technical Scrutineers or the Series Organiser. The Cosworth Alive Drive camera system is allowed. Correct installation of the vehicle radio must be approved by the Technical Scrutineers.

167.2. Control Devices and Software Versions

Software and hardware for the control electronics can be inspected by the Series Organiser or the technical delegate at any time, and must always meet the specification defined in the current version of the user manual. If this is not the case, this can be reported to the stewards of the meeting and the Series Organiser. The Series Organiser may, at any time, update or replace the software versions or the hardware for the control devices.

168. Safety equipment

The vehicles must contain the following safety equipment. The article numbers refer to the current Appendix J of the ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly
- FT5 in compliance with Art. 253.14 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Firewall in compliance with Art. 253.15 or Art. 259.16.6 respectively
- Seats and attachments as defined in the spare parts catalogue
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3

- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277
- In compliance with the Appendix K to the ISC

169. Seals

The participant may not independently open any sealed parts. If any manipulation of the seals is carried out, the affected assembly may no longer be used in official events. In any case it results in a report to the stewards of the meeting and the Series organiser, and may possibly also result in exclusion from the respective event. If the seals are damaged, or if the seals are entirely missing, each competitor/participant is obliged to report this immediately in writing to the responsible technical delegate. After checking the defective component, it is up to the technical delegate to decide on whether this can be resealed and can thus continue to be used in official events.

List of sealed components:

- Engine (Oil pan, Valve cover)
- Gearbox
- Differential Cover
- DME
- PDK ECU

All 718 Cayman GT4 CS cars registered for the 2019 season of the 'Porsche Endurance Trophy Benelux' have to be presented for scrutineering and re-sealing before the first race they want to participate in. If a damaged or lost seal is replaced, the technical delegate will decide on the need to repeat the test.

Control units (DME and PDK) are generally marked (e.g. by hologram) and identified with a serial number (unambiguously linked to the vehicle). Repairs to and/or work on the vehicle electronics and on the wiring loom are strictly prohibited.

Vehicles may only be used in perfect technical condition. They must be in total compliance with the Technical Regulations and Safety Regulations. The competitors/participants are obliged to make their vehicle available for the required technical investigations.

170. Engine electronic control units

Throughout the entire event, only the Bosch Motronic electronic control units coded and sealed by the Series Organiser for the races are allowed to be used. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the Motronic electronic control unit 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 seal the plug-in connectors for reading the electronic control units at any time the start of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.

C.1.0.: Specific Technical Regulations according to model year Porsche 718 Cayman GT4 Clubsport, Type 982, ('19)

In C.1.0. are the add. regulations described only valid for the model Porsche 718 Cayman GT4 Clubsport, **Type 982, (MY '19)**.

171. General vehicle description

Porsche 718 Cayman GT4 Clubsport (type 982), MY 2019

Concept: Single-seater, near-standard production-based race car, not road homologated.
Based on the Porsche Cayman GT4

172. Engine

- Aluminium six-cylinder rear-mounted boxer engine with rigid mounting
- 3,800 cc; stroke 76.4 mm, bore 102,7 mm
- Max. power: 313 kW (425 hp) at 7,500 rpm
- Max. rpm: 7,800 rpm
- Max. torque: 425 Nm at 6 600 rpm
- Compression ratio: 12.5:1
- Racing optimised water cooling with thermal management for engine and gearbox
- Four-valve tech., adjustable camshaft phasing, variable valve timing VarioCam Plus
- Sequential multi-point fuel injection
- Fuel quality: minimum 98 octane, unleaded
- Dry sump lubrication
- Electronic engine management (Continental SDI 9)
- 100-cell metal catalytic converter complying with DMSB specifications
- Rear silencer with central tailpipes
- Variable intake system with adjustable resonance butterflies
- Twin pipes sport exhaust system featuring two central tailpipes

173. Exhaust system

Only the Porsche original exhaust is allowed, the exhaust system defined in the parts catalogue must be used.

- | | |
|-----------------------------------|-----------------|
| • Exhaust manifold Cyl. 1-3 | pn.: 9F2251215A |
| • Exhaust manifold Cyl. 4-6 | pn.: 9F2251216A |
| • Exhaust manifold left with cat | pn.: 9F2254351A |
| • Exhaust manifold right with cat | pn.: 9F2254350A |
| • Exhaust muffler GT4CS II | pn.: 9F2251053 |



174. Power transmission (gearbox/differential lock)

- Rear wheel drive
- Rigidly mounted Porsche six-speed PDK- gearbox (DCT, dual clutch transmission)
- Limited slip differential optimised for racing
- Dual mass flywheel

Obligatory 10mm spacers must be installed between the transmission and the drive shaft flanges in conjunction with mandatory mounting material.

- | | |
|---------------------------------|------------------|
| • Spacer sleeve | pn.: 9F2501199 |
| • Plate link shaft | pn.: 9P1501375 |
| • ZYL-SHR M10x55 4762 12.9 B110 | pn.: 90006708701 |

175. Brakes

Front axle:

- Six-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bells
pn.: 9F2615283 (FL) pn.: 9F2615284 (FR)
- Racing brake pads
pn.: 9913519428B (Endurance)
- Optimized brake cooling duct layout

Rear axle:

- Four-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
pn.: 9F2615583 (RL) pn.: 9F2615584 (RR)
- Racing brake pads
pn.: 9F2615117A (Endurance)
- Optimized brake cooling duct layout

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical treatment of these springs is prohibited.

pn.: 9913519638A (Front)	pn.: 9913529638A (Rear)
--------------------------	-------------------------

The integrated driving stability system PSM (includes ESC and TC) is specially set up for use on the race track and must not be changed by the competitor. The system can be fully switched off.

176. Steering (steering wheel/hub extension)

Steering is defined in the parts catalogue and must be assembled without any changes.

177. Wheel suspension

177.1. General description

front axle

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged suspension links:
 - Optimised stiffness
 - Double shear mounting
 - High-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, non-adjustable
- Reinforced track rods
- Electromechanical power steering with variable steering ratio
- Anti-roll bar, 3-hole design

rear axle

- McPherson suspension strut
- Forged suspension links:



- Optimised stiffness
 - Double shear mounting
 - High-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, non-adjustable
- Adjustable blade-type anti-roll bar

177.2. Camber

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 to change the camber angle are: Front axle: **18,0 mm** Rear axle: **18,0 mm**
Furthermore, it is optional to hide the camber shims with aluminium tape.

177.3. Wheelbase:

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. The wheelbase on the left and right sides of the vehicle must be 2476 mm (+/-15 mm). The measuring points are the centres of the wheel hubs.

177.4. Anti-roll bars

The anti-roll bars are allowed to be unhooked, for this purpose the stabiliser link that is unhooked must be removed. Only the setting options for which the technical specifications have been provided are allowed to be used.

177.5. Shock absorbers/springs

Only the following combinations are allowed. Spring combinations may only be completely installed as stated underneath. Standard spring combination (130 / 150N / mm) must not be combined with strut combination option 1 (110 / 120N / mm).

'Trackday' specifications – STANDARD (Porsche Motorsport)			
Front		Rear	
Shock absorber	9F2412019	Shock absorber	9F2512019
Main spring 130-140	9F2411105	Main spring 150-170	9F2511121
Auxiliary spring 10-60-80	9813435378A	Auxiliary spring 10-60-80	9813435378A

'Trackday' specifications – OPTION 1 (Manthey Racing)			
Front		Rear	
Shock absorber	9F2412019	Shock absorber	9F2512019
Main spring 110-140	MTH343533	Main spring 120-170	MTH333533A
Aux. spring 10-60-80	MTH343538	Aux. spring 3-60-80	MTH343537A
Bump stop	65210488	Bump stop kit	MTH072300

178. Wheels (flange + rim) and tyres**178.1. General description & Wheels**

Front axle: Single-piece light-alloy rims with 5 bolt mounting,
 9J x 18 ET 41 pn.: 9F2601017A Tyre size: 25/64-18

Rear axle: Single-piece light-alloy rims with 5 bolt mounting,
 10.35J x 18 ET 47.5. pn.: 9F2601075A Tyre size: 27/68-18

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors with the associated heat shield support. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nuts, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

178.2. Tyres

Michelin Slick - Porsche Cup N2 Michelin Rain - Pilot Sport GT P2L

Front: 25/64-18 Front: 25/64-18

Rear: 27/68-18 Rear: 27/68-18

179. Bodywork

179.1. General description

- Lightweight bodywork with intelligent aluminium-steel composite construction
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
- Front bonnet with quick release fasteners
- Rear deck with quick release fasteners
- Fixed rear wing with “swan neck” mount made of natural-fibre composite materials, including the side blades, black aluminium wing supports with integrated carbon fibre Gurney flap
- Six-point safety harness
- Driver and co-driver doors of natural-fibre composite materials
- Roof including escape hatch, certified according to FIA Art. 275a
- Provision for safety net
- FIA certified towing loops
- Three-piston air jack
- Recaro race bucket seat with longitudinal adjustment and padding system, adjustable to the individual needs of the drivers (in accordance with FIA Standard 8862/2009 – the latest FIA requirements)
- Motorsport centre console with enhanced functionality and adapted usability
- 115 liter FT 3 Safety cell with ‘Fuel cut off’ safety valve according FIA

179.2. External Bodywork (including Windows)

The windows of the driver and passenger door, the rear side windows and the rear window must be covered with safety foil as described in the parts catalogue and the user manual.

The outside of the windscreen may also be covered with a clear safety film/rip-off film (not coloured).

The laminated glass front windscreen may optionally be replaced by a polycarbonate windscreen.

pn.: MTH541911

In general, it is not permitted to close or glue openings or joints. In the case of provisional repairs during the event, joints or openings in the direct vicinity of the damage may be covered with adhesive tape if this is necessary due to a lack of time. The technical delegate will decide on whether the repairs are permissible.

179.3. Cockpit

No individual ventilation hoses are permitted. A drinks unit may be fitted if this is a permanent attachment and the mounting points can withstand an acceleration of up to 25G. It is at the technical delegate's discretion to assess whether he believes the attachment used is sufficient. The pedals may not be changed. This does not include adding a film with increased friction. The seat, seat rails and belts must correspond to the parts catalogue. The series steering column adjustment mechanism is maintained. All covers in the cockpit must be used as described in the parts catalogue.



180. Electrical Equipment

The Cayman GT4 Clubsport has a tyre pressure system (RDK) as a standard feature. It is mandatory to use the RDK sensors during the event. If the race organiser should require additional systems that result in data transfer, this must be approved by the technical delegate. Only the sensors described in the parts catalogue may be used.

In agreement with the technical delegate, the Series Organiser may install an official data logger and/or a camera in the car at any time. This data logger and/or the camera may be downloaded by the technical delegate or the Series Organiser after each training or race. The participant must ensure that the data logger and/or the camera functions perfectly. If the logger and/or the camera itself or part of the system (sensors, cables, etc.) should be damaged, or if there are doubts concerning their function, this must be reported to the technical delegate immediately in writing.

Mandatory systems: GPS Sensor & GPS Eye

Optional systems:

Additional lighting kit	pn.: TBA
Charging cable	pn.: 9F0051763B
Voltage supply electronic	pn.: 9816106898A

181. Air Jack System

The air lifting system including the air lance system is mandatory. pn.: MTH583004A

The positions of all the components that are relevant for the system, such as the air lance connector mounted on the vehicle, may not be changed. In addition, regulations stipulate that, after the air lance is removed from the air lance connector, the pressure must remain in the lifting system. Only the operation of the valve mounted on the vehicle must lead to air being released and the jacks being pulled-in.

182. Water-based paint:

- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

183. Overall vehicle dimensions and overhangs:

- The overall length of the vehicle is 4456mm.
- Total width: 1778 mm
- Total height: 1238 mm
- Wheelbase: 2,456 mm +/-15 mm

184. Lubrication system

Engine:	Mobil 1 ESP X3 0W-40
Transmission:	Clutch oil (ATF): Pentosin FFI 3
	Final drive: 75 W 90 Mobilube PTX

The above mentioned oil types are mandatory. All additives are prohibited.

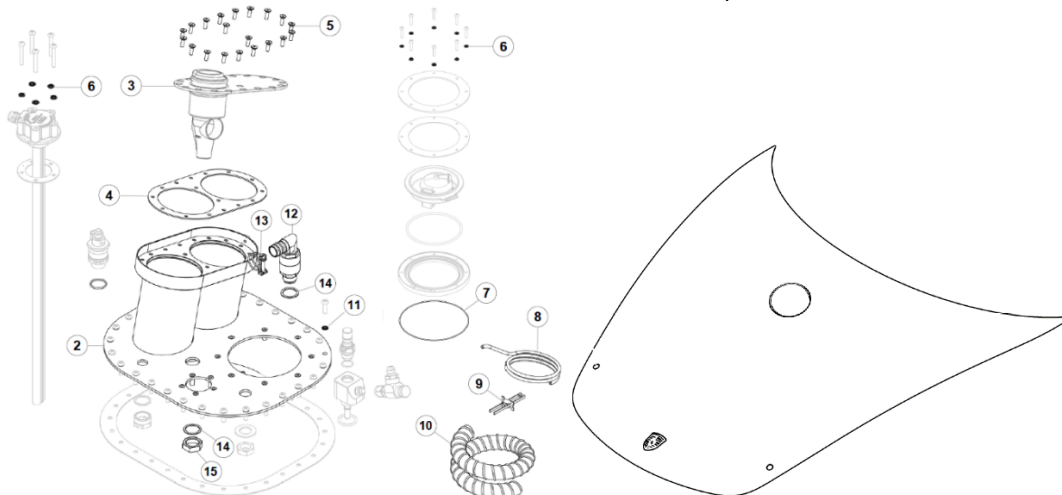
185. Fuel system

A safety fuel tank according to FIA standard FT3-1999 by Art. 253.14 is installed. The maximum fuel volume of 115 litres is made up of the internal volume of all fuel-carrying components, including e.g. the filler pipe or the filler neck. Only the participant is responsible for ensuring that the maximum permitted volume is not exceeded. It is permitted to reduce the volume of the fuel tank using volume displacers/displacement balls. Two different refuelling systems are allowed. One of those two system must be installed. Only original parts specified in the Porsche Motorsport and/or Manthey Racing catalog can be used.

Option 1 – ‘Trophy’ specifications tank plate (fuel gun)

This system developed for refuelling with fuel gun or dumping barrels. The tank refuelling plate for fuel gun use must be installed with the bonnet with rounded whole, finished with carbon fibre ring.

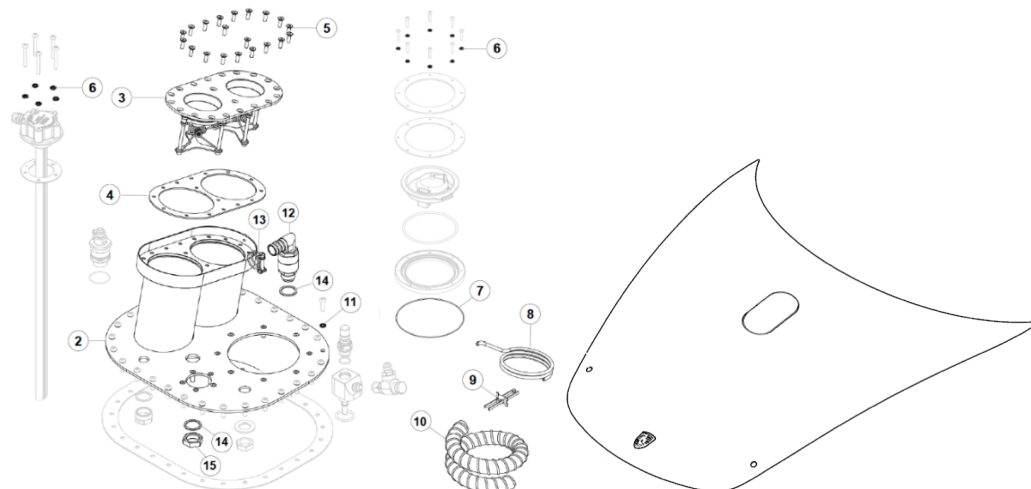
- ‘Trophy’ spec refuelling plate: pn.: MTH201615
- Bonnet made of sheet metal, with round hole: pn.: MTH823310



Option 2 – ‘GT4’ specifications tank plate (fuel tower)

This system developed for refuelling with a tank tower with double ‘Premier’ valves or comparable dumping barrels. The tank refuelling plate with double ‘Premier’ valve must be installed in combination with the bonnet with vertical oval whole, finished with carbon fibre ring.

- ‘GT4’ spec refuelling plate: pn.: MTH201620
- Bonnet made of sheet metal, with vertical oval hole: pn.: 9815110118A
(The team needs to cut the oval hole themselves)



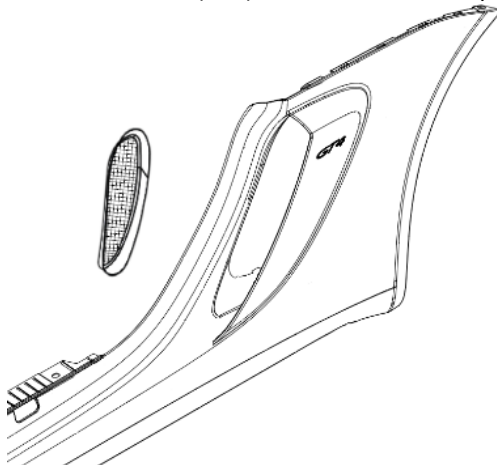
186. Additional Accessories

186.1. Engine air ducts mesh:

To protect the two engine air ducts and the engine compartment ventilation system from sucking debris, the installation of the protection meshes into the air intakes in the body sills is mandatory.

pn.: MTH541561 (Left)

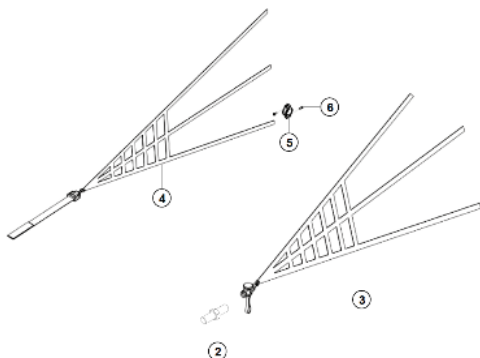
pn.: MTH541562 (Right)



186.2. Safety nets:

It is mandatory to use the after sales safety nets as specified in the valid spare parts catalog and mounted complying with the Porsche AG mounting instructions

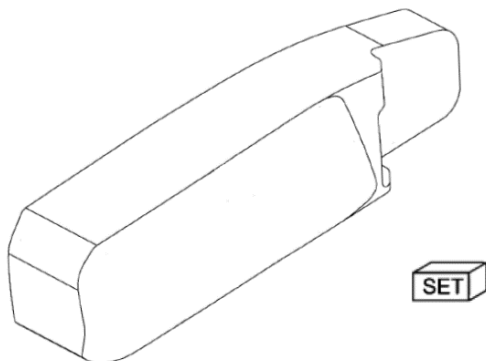
pn.: MTH801110



186.3. Safety foam driver's door:

It is mandatory to use the after sales safety foam mounted in the driver's door as specified in the valid spare parts catalog and mounted complying with mounting instructions/

pn.: MTH531750



C.2.0.: Specific Technical Regulations according to model year Porsche Cayman GT4 Clubsport, Type 981, ('16)

In C.2.0. are the add. regulations described only valid for the model Porsche Cayman GT4 Clubsport, Type 981, (MY '16).

187. General vehicle description

Porsche Cayman GT4 Clubsport (type 981), MY 2016

Concept: Single-seated, production-based race car. Based on the Porsche Cayman GT4

188. Engine

- Aluminium six-cylinder rear-mounted boxer engine with rigid mounting
- 3,800 cc; stroke 76.4 mm, bore 102,7 mm
- Max. power: 283 kW (385 hp) at 7,400 rpm
- Max. rpm: 7,800 rpm
- Max. torque: 420 Nm at 4750-6000 rpm
- Compression ratio: 12.5:1
- Racing optimised water cooling with thermal management for engine and gearbox
- Four-valve tech., adjustable camshaft phasing, variable valve timing VarioCam Plus
- Sequential multi-point fuel injection
- Fuel quality: minimum 98 octane, unleaded
- Dry sump lubrication
- Electronic engine management (Continental SDI 9)
- 100-cell metal catalytic converter complying with DMSB specifications
- Rear silencer with central tailpipes
- Variable intake system with adjustable resonance butterflies
- Twin pipes sport exhaust system featuring two central tailpipes

189. Exhaust system

Only the Porsche original exhaust is allowed, the exhaust system defined in the parts catalogue must be used.

- | | |
|--|------------------|
| • Exhaust manifold left with Catalysator: | pn.: 9811132118C |
| • Exhaust manifold right with Catalysator: | pn.: 9811132128C |
| • Exhaust silencer assembly | pn.: 98111192006 |

190. Power transmission (gearbox/differential lock)

- Rear wheel drive
- Rigidly mounted Porsche six-speed PDK- gearbox (DCT, dual clutch transmission)
- Limited slip differential optimised for racing
- Dual mass flywheel

191. Brakes

Front axle:

- Six-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bells
pn.: 9813511058A (FL) pn.: 9813511068A (FR)
- Racing brake pads
pn.: 9913519428B (Endurance)
- Optimized brake cooling duct layout

Rear axle:

- Four-piston aluminium racing brake calipers in mono-bloc design with “anti-knock-back” piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
pn.: 9813521078A (RL) pn.: 9813521088A (RR)
- Racing brake pads
pn.: 9913529428B (Endurance)
- Optimized brake cooling duct layout

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical treatment of these springs is prohibited.

pn.: 9913519638A (Front) pn.: 9913529638A (Rear)

The integrated driving stability system PSM (includes ESC and TC) is specially set up for use on the race track and must not be changed by the competitor. The system can be fully switched off.

192. Steering (steering wheel/hub extension)

Steering is defined in the parts catalogue and must be assembled without any changes. To improve the reach of the steering wheel for drivers of differing tallness, there is the possibility to optionally fit a 40 mm steering wheel hub extension.

Steering wheel hub extension 40mm pn.: MTH347810

(ref.: Manthey Racing Spare Parts catalogue Cayman GT4 CS Spec Trophy)

193. Wheel suspension

193.1. General description

front axle

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged suspension links:
 - Optimised stiffness
 - Double shear mounting
 - High-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, non-adjustable
- Reinforced track rods
- Electrohydraulic power steering with variable steering ratio and steering impulse
- Modified anti-roll bar

front axle

- McPherson suspension strut
- Forged suspension links:
 - Optimised stiffness
 - Double shear mounting
 - High-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, non-adjustable

193.2. Camber

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 to change the camber angle are: Front axle: **18,0 mm** Rear axle: **18,0 mm**

Furthermore, it is optional to hide the camber shims with aluminium tape.

193.3. Wheelbase:

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. The wheelbase on the left and right sides of the vehicle must be 2476 mm (+/-15 mm). The measuring points are the centres of the wheel hubs.

193.4. Anti-roll bars

The anti-roll bars are allowed to be unhooked, for this purpose the stabiliser link that is unhooked must be removed. Only the setting options for which the technical specifications have been provided are allowed to be used.

193.5. Shock absorbers/springs

Only the following combinations are allowed. Spring combinations may only be completely installed as stated underneath.

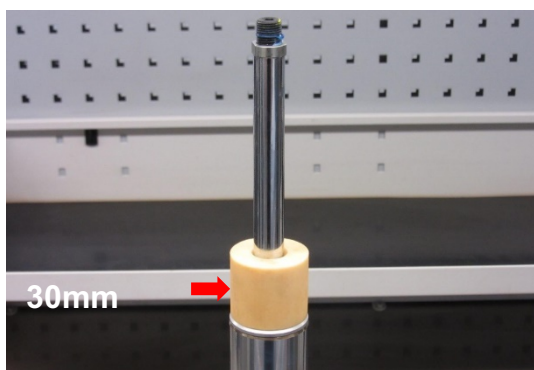
‘Trackday’ specifications – STANDARD (Porsche Motorsport)					
Front			Rear		
Shock absorber	9813430458A		Shock absorber	9813330458A	
Main spring	9813435318A		Main spring	9813335318A	
Auxiliary spring	9813435378A		Auxiliary spring	9813435378A	

‘Trophy’ specifications – STANDARD (Manthey Racing)					
Front left		Front right		Rear	
Shock absorber	MTH343045	Shock absorber	MTH343046	Shock absorber	MTH333051
Main spring 140-140	MTH343531	Main spring 140-140	MTH343531	Main spring 150-140	MTH333531
Aux. spring 10-60-80	MTH343538	Aux. spring 10-60-80	MTH343538	Aux. spring 10-60-80	MTH343538
Bump stop	65210488	Bump stop	65210488	Bump stop kit	MTH072300

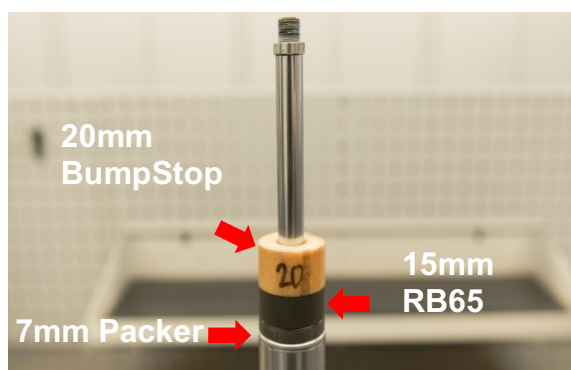
‘Trophy’ specifications - OPTION 1 (Manthey Racing)					
Front left		Front right		Rear	
Shock absorber	MTH343045	Shock absorber	MTH343046	Shock absorber	MTH333051
Main spring 140-140	MTH343531	Main spring 140-140	MTH343531	Main spring 150-170	MTH333532
Aux. spring 10-60-80	MTH343538	Aux. spring 10-60-80	MTH343538	Aux. spring 3-60-80	MTH343537A
Bump stop	65210488	Bump stop	65210488	Bump stop kit	MTH072300

‘Trophy’ specifications – OPTION 2 (Manthey Racing)					
Front left		Front right		Rear	
Shock absorber	MTH343045	Shock absorber	MTH343046	Shock absorber	MTH333051
Main spring 110-140	MTH343533	Main spring 110-140	MTH343533	Main spring 120-170	MTH333533A
Aux. spring 10-60-80	MTH343538	Aux. spring 10-60-80	MTH343538	Aux. spring 3-60-80	MTH343537A
Bump stop	65210488	Bump stop	65210488	Bump stop kit	MTH072300

Front - bump stop: pn.: 65210488
MTH072300



Rear: Packer / Bump-Stop Kit pn.:



194. Wheels (flange + rim) and tyres

194.1. General description

Front axle: Single-piece light-alloy rims with 5 bolt mounting,
9J x 18 ET 41. Tyre size: 25/64-18

Rear axle: Single-piece light-alloy rims with 5 bolt mounting,
10.35J x 18 ET 47.5. Tyre size: 27/68-18

194.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors with the associated heat shield support. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nuts, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

Wheels combinations:

STANDARD (type 981 – MY2016)		OPTION 1 (type 982 – MY2019)	
Front	9813621318A	Front	9F2601017A
Rear	9813621518A	Rear	9F2601075A

194.3. Tyres

Michelin Slick - Porsche Cup N2

Front: 25/64-18

Rear: 27/68-18

Michelin Rain - Pilot Sport GT P2L

Front: 25/64-18

Rear: 27/68-18

195. Bodywork

195.1. General description

- Lightweight bodywork with intelligent aluminium-steel composite construction
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
- Front bonnet with quick release fasteners
- Rear deck with quick release fasteners
- Fixed carbon rear win side plates, black aluminium wing support with integrated gurney flap
- Modified Cayman GT4 cockpit:
 - Porsche Motorsport steering wheel, Alcantara covered, paddles shift
 - Motorsport central console with typical Porsche switch layout
 - Crash protected, lightweight battery and optimised ECU position
- Six-point safety harness
- FIA certified towing loops
- Portable fire extinguisher
- Three-piston air jack
- 100 litre FT3 Safety cell with 'Fuel cut off' safety valve according FIA





195.2. External Bodywork (including Windows)

The windows of the driver and passenger door, the rear side windows and the rear window must be covered with safety foil as described in the parts catalogue and the user manual.

The outside of the windscreen may also be covered with a clear safety film/rip-off film (not coloured).

The laminated glass front windscreen may optionally be replaced by a polycarbonate windscreen.

pn.: MTH541911

In general, it is not permitted to close or glue openings or joints. In the case of provisional repairs during the event, joints or openings in the direct vicinity of the damage may be covered with adhesive tape if this is necessary due to a lack of time. The technical delegate will decide on whether the repairs are permissible.

195.3. Cockpit

No individual ventilation hoses are permitted. A drinks unit may be fitted if this is a permanent attachment and the mounting points can withstand an acceleration of up to 25G. It is at the technical delegate's discretion to assess whether he believes the attachment used is sufficient. The pedals may not be changed. This does not include adding a film with increased friction. The seat, seat rails and belts must correspond to the parts catalogue. The series steering column adjustment mechanism is maintained. All covers in the cockpit must be used as described in the parts catalogue.

195.4. Seat, seat console Porsche Cayman GT4 CS (Type 981 and Type 982)

No.	Part No.	Description	Homologation No.
1	9915214298A	Seat console RECARO, Model 7308864	AS.027.12
2	9915212818A	Seat RECARO, Model IP1300 GT	AS.027.12

Assy six point safety belt Porsche Cayman GT4 CS (Type 981)

No.	Part No.	Description	Homologation No.
1	98180301780	Gurt SCHROTH	FIA C-129.T/98 FIA D-130.T/98

Assy six point safety belt Porsche Cayman GT4 CS (Type 982)

No.	Part No.	Description	Homologation No.
1	98180301781	Gurt SCHROTH	SH.014.17-T-6

196. Additional Accessories

196.1. Underbody

In order to protect the front underbody and the underside of the luggage compartment, two metal skid blocks may be fitted to the vehicle underside as an option. These skid blocks have to be fitted on the surfaces left/right used for measuring the vehicle height at the front.

pn.: MTH804750

196.2. Engine cover:

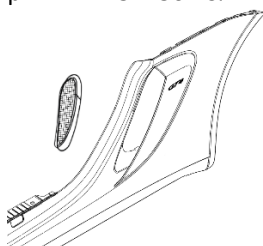
It is allowed to install the engine cover:

pn.: MTH513411

196.3. Engine Air Ducts

To protect the two engine air ducts and the engine compartment ventilation system from sucking debris, the protection meshes into the air intakes in the body sills left and right is mandatory.

pn.: MTH541561 & MTH541562



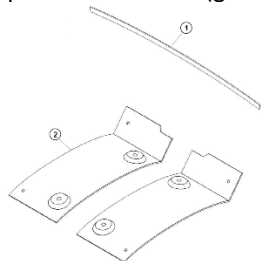
196.4. Aerodynamic Devices

The specifications can be found in the parts catalogue and these must be fitted unchanged. It is mandatory to close the openings (diffusor) at the front wheelhouse covers by separate covers.

pn.: MTH504701 (diffusor left)

pn.: MTH504702 (diffusor right)

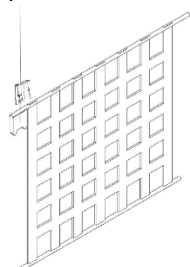
pn.: MTH512850 (gurney 22mm +1mm /-1mm)



196.5. Safety nets:

It is mandatory to use the after sales safety nets as specified in the valid spare parts catalog and mounted complying with the mounting instructions

pn.: MTH801010 or MTH801005

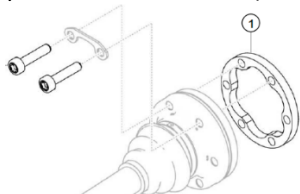


**196.6. Driveshaft flange spacer:**

Between the transmission and driveshaft flanges a 10mm spacers, together with bolts, must be installed.

pn.: MTH332527 (Spacer)

pn.: MTH332524 (Bolts M10x1,5x55, 12.9)

**197. Electrical Equipment**

The Cayman GT4 Clubsport has a tyre pressure system (RDK) as a standard feature. It is mandatory to use the RDK sensors during the event.

If the race organiser should require additional systems that result in data transfer, this must be approved by the technical delegate. Only the sensors described in the parts catalogue may be used.

In agreement with the technical delegate, the Series Organiser may install an official data logger and/or a camera in the car at any time. This data logger and/or the camera may be downloaded by the technical delegate or the Series Organiser after each training or race. The participant must ensure that the data logger and/or the camera functions perfectly. If the logger and/or the camera itself or part of the system (sensors, cables, etc.) should be damaged, or if there are doubts concerning their function, this must be reported to the technical delegate immediately in writing.

Mandatory systems: GPS Sensor & GPS Eye

Optional systems:

Kit CAN Gateway kit:

pn.: MTH610700

Individual parts:

Wiring Loom Gateway

pn.: MTH610710

Y-Cable Gateway

pn.: MTH610720

Universal Gateway 5x CAN

pn.: 98161207180

Serial headlight Xenon (Specification series parts catalogue Cayman GT4)

Additional lighting kit

pn.: MTH631200

Individual parts:

Main Harness

pn.: MTH631205

Switch Wiring Harness

pn.: MTH631210

Bulb Holder

pn.: MTH631215

Steering wheel operation kit

pn.: MTH347800

The steering wheel control kit allows operating the radio, the hydration system, and hiding the auxiliary lighting from the steering wheel.

Individual parts:

Control Module

pn.: MTH347804

Function Plate

pn.: MTH347805

Main Harness

pn.: MTH347806

198. Air Jack System

The air lifting system including the air lance system is mandatory. pn.: MTH583004

The positions of all the components that are relevant for the system, such as the air lance connector mounted on the vehicle, may not be changed.

In addition, regulations stipulate that, after the air lance is removed from the air lance connector, the pressure must remain in the lifting system. Only the operation of the valve mounted on the vehicle must lead to air being released and the jacks being pulled-in.

199. Water-based paint:

- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

200. Overall vehicle dimensions and overhangs:

- The overall length of the vehicle is 4438mm.
- Total width: 1817 mm
- Total height: 1,266 mm
- Wheelbase: 2,472 mm +/-15 mm

201. Lubrication system

Engine:		FF100 Mobil 1 0W-40
Transmission:	Clutch oil (ATF):	Pentonsin FFI 3
	Final drive:	75 W 90 Mobilube PTX

The above mentioned oil types are mandatory. All additives are prohibited.

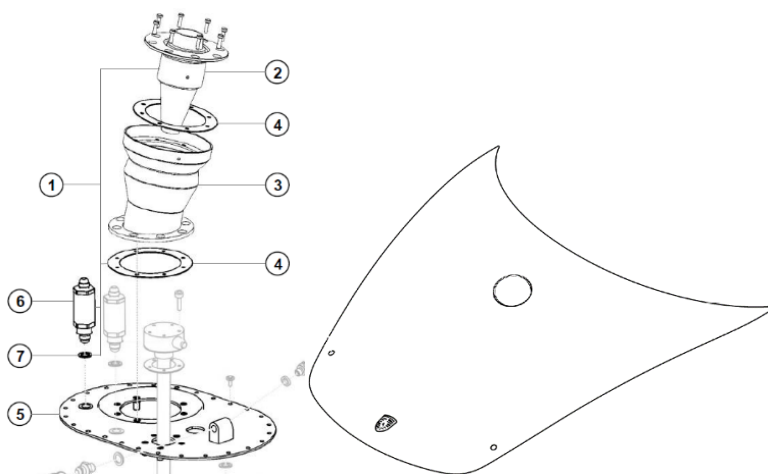
202. Fuel system

A safety fuel tank according to FIA standard FT3-1999 by Art. 253.14 is installed. The maximum fuel volume of 100 litres is made up of the internal volume of all fuel-carrying components, including e.g. the filler pipe or the filler neck. Only the participant is responsible for ensuring that the maximum permitted volume is not exceeded. It is permitted to reduce the volume of the fuel tank using volume displacers/displacement balls. Three different refuelling systems are allowed. One of those three system must be installed. Only original parts specified in the Porsche Motorsport and/or Manthey Racing catalog can be used.

Option 1 – ‘Trophy’ specifications (refuelling with fuel gun)

This system developed for refuelling with fuel gun or dumping barrels. The tank refuelling plate for fuel gun use must be installed with the bonnet with rounded whole, finished with carbon fibre ring.

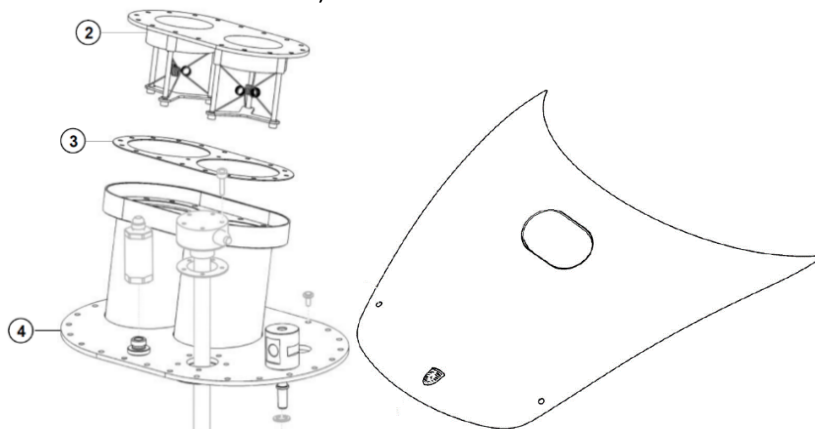
- ‘Trophy’ spec refuelling plate: pn.: MTH201005
- Bonnet made of sheet metal, with round hole: pn.: MTH511011



Option 2 – ‘GT4’ specifications (refuelling with fuel tower)

This system developed for refuelling with a tank tower with double ‘Premier’ valves or comparable dumping barrels. The tank refuelling plate with double ‘Premier’ valve must be installed in combination with the bonnet with horizontal oval whole, finished with carbon fibre ring.

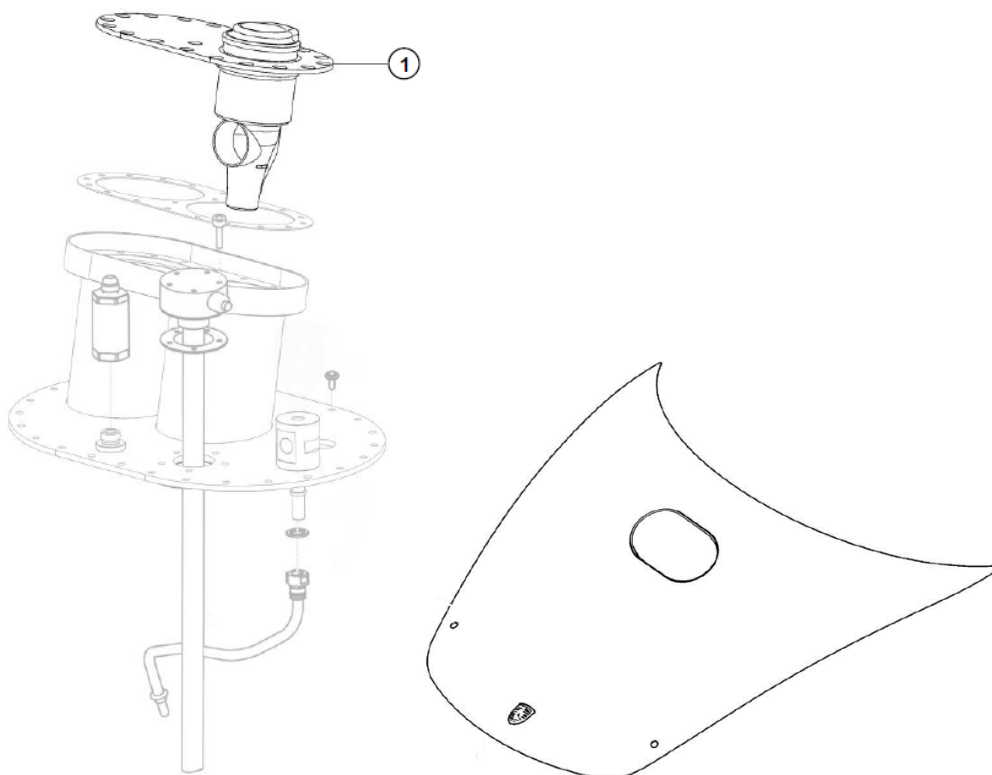
- ‘GT4’ spec refuelling plate: pn.: MTH201600
 - Bonnet made of sheet metal, with horizontal oval hole: pn.: 9815110118A
- (The team needs to cut the oval hole themselves)



Option 3 – ‘GT4’ specifications + plate with safety valve (refuelling with fuel gun): pn.: MTH201701

This system developed for refuelling with a fuel gun or comparable dumping barrels. The tank refuelling plate for fuel gun must be installed in combination with the bonnet with horizontal oval whole, finished with carbon ring.

- ‘GT4’ spec refuelling plate: pn.: MTH201700
 - Bonnet made of sheet metal, with horizontal oval hole: pn.: 9815110118A
- (The team needs to cut the oval hole themselves)



202.1. Rollover valve:

Mandatory rollover valve for all type 981

pn.: MTH201705

