

PORSCHE

**CARRERA CUP
BENELUX**

Part 2 – Technical Regulations 2025



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Foreword:

The Porsche Carrera Cup Benelux is meant for Porsche GT3 Cup Car models built in the years specified and 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 Cup parts sold some time after the production of their specific Car then they are encouraged to have the Car checked by the Porsche Carrera Cup Benelux Technical Manager before the start of the season.



Part A: General technical rules

1. Accepted Cars

Only Cars of the model Porsche 911 GT3 Cup, type 992 (a special series produced by Porsche AG), of the model year 2021 - 2025 which fully comply with these Regulations are eligible to participate. The Cars must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full. A change of Cars must be applied for in writing by the team (entrant) and must be approved in written form by the Series Organiser prior to the change. The decision to approve a change of Car is at the absolute discretion of the Series Organiser.

2. Principles of the Technical Regulations in accordance with:

- FIA ISC, Appendix J, Art. 251–253 and Art. 277.
- These PCCB – PART 2 - Technical Regulations.
- PCCB - PART 1 - Sporting Regulations.
- Technical manuals of the eligible Car.
- Technical information of Porsche AG.
- Series- and/or Event Bulletins
- Spare parts catalogues of the eligible Car.
- General provisions, definitions, and clarifications regarding the technical rules.
- Wiring diagrams of the eligible Cars.
- Software of Porsche AG.

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

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by Porsche AG. For Software Information, only the latest is valid but Set Ups (based on the latest version) may be varied within the parameters allowed by Porsche AG. Any requirements may be varied for any specific competition by means of an Event Bulletin.

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

Certain alternative parts as detailed in [Attachment 10](#) which have different part numbers to, but the same function as, the original part in the Car or in the spare parts catalogue are allowed to be used for the originally intended function and in the originally intended position.

3. General/preamble

The 'Porsche Carrera Cup Benelux' referenced as 'PCCB' further in these regulations.

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden.

Mounting a part in a different way or location than the original delivery condition is forbidden.

All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations.

Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules only with a Series- or Event bulletin approved by the ASN and/or Stewards.

All parts or groups of parts found in the spare parts catalogue of the eligible Car, indicated as an option, are strictly prohibited, or otherwise clearly described as admitted in these regulations.

Work may be carried out within the normal scope of Car maintenance or for the purpose of replacing parts damaged as a result of wear or accidents. Modifications and built-in components are only allowed within the scope defined 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 Cars.

The use of components manufactured by Porsche AG for other groups of Cars (e.g. Porsche road vehicles) is prohibited. Standard fastening components on the complete Car, 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. The Technical Scrutineer can compare parts from the concerning Car with original spare parts to determine if the particular part from the concerning Car is an original Porsche part or not. This means that all identification numbers of the part of the relevant Car must correspond to the original spare part being compared. 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 tools and/or measuring equipment used by the Technical Scrutineers during scrutineering is binding and any appeal or prosecution against the tools/measurement equipment in any way, is not allowed. As described further in these regulations the entrant has the possibility to use the tools/measurement equipment of the organisation, to check his Car if it is complying with these Technical Regulation. This way the entrant has the possibility to compare the measuring result, taken with the entrant's measuring equipment, with the results taken with the measuring equipment of the organisation, and adjust the Porsche Cup Car accordingly these Technical Regulations. The scales (used to weigh the Porsche Cup Cars, Drivers, fuel or parts) are included in the kit with 'tools and measuring equipment' used by the scrutineer. Which means, any appeal or prosecution against the scales used by the scrutineer, is not allowed.

At the start of the pre-Event Technical Scrutineering, which means the Technical Scrutineering before the Free Practice session(s), the Technical Scrutineers and/or Series Organiser indicates to the entrant where the ground clearance and Car weight will be measured. This can be done by mentioning it in the Supplementary regulation, by an Event Bulletin, any other team info or verbal. The ground clearance is measured on a surface indicated by the Technical Scrutineers and/or Series Organiser. This 'surface' can be a measuring plate, a surface exclusively designated for this purpose or any other surface. This surface is the reference surface, and this surface is binding. Any appeal or prosecution against 'the reference surface' in any way, is not allowed.

The Entrant who engages/signs up for the Porsche Carrera Cup 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.

4. Exclusion of a Porsche GT3 Cup Car, type 992

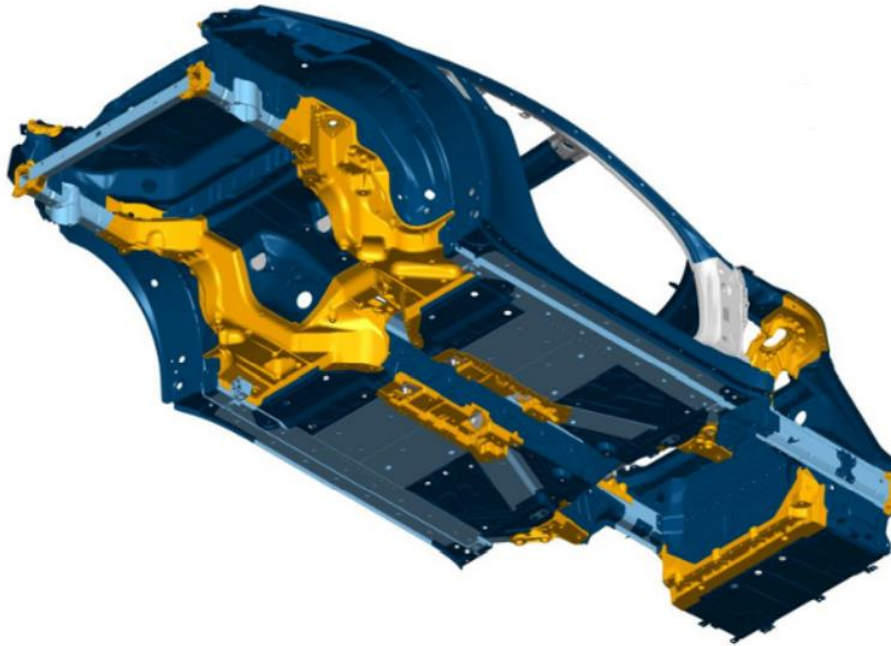
The PCCB has the right to exclude a Car from competing during an Event when the Car isn't repaired correctly after an incident. It doesn't matter if this incident took place during a PCCB Event, unofficial test drive session or other championship Events. The arguments could be:

- 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 'Thyssen-Krupp' certificate.
- Damage on the front of the 992-cup Car. (Reference: Technical Manual Porsche 911 GT3 Cup (2021-2025)).
- 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 Series Technical Manager always will, after consulting Porsche AG, make the final decision if a damaged chassis needs replacement or can be repaired. The Series Technical Manager will supply the owner of the chassis and Porsche AG a report regardless the outcome of his decision.

5. Parc Fermé

After the qualifying sessions and the race sessions all Cars need to go immediately after the session to Parc Fermé. Parc Fermé is closed, this will be indicated with a red flag. Parc Fermé is open, this will be indicated by the red flag being removed. The flag will be shown on an easy to see spot, at the Parc Fermé location, at the PCCB spare parts truck, at the PCCB tent or elsewhere. This will be communicated in the Supplementary Regulation, bulletin, any other team info or verbal. At least one team member must be present at the outside borders of the Parc Fermé, during the whole Parc Fermé period.

6. Pre-Event Scrutineering

Before the start of each Event a pre-Event scrutineering timetable will be made up. It is the teams (entrant) responsibility to attend the scrutineering in time, at least 5 minutes in advance. If the competitor can't attend in time, the Technical Scrutineers must be informed before the start of the pre-Event scrutineering session. If this isn't the case a penalty will be decided by the Stewards. Per Car only 2 mechanics, 1 team manager and the Driver of the Car are allowed in the scrutineering area. All persons whose Car isn't scrutineered at the moment, aren't allowed in the scrutineering area. The Porsche GT3 Cup Car will be checked on safety, documentation, additional ballast sealing, Car layout, general conformity, camera system.

The Competitors need to present their Porsche 992 GT3 Cup Cars in perfect condition. This means that the Cars need to be clean, in- and outside. Damage from previous Events will not be tolerated. Body parts must be repaired or changed, before the pre-scrutineering, if they were damaged during a previous Event. Tape as a temporary repair solution on body parts will not be tolerated by the scrutineer during the pre-scrutineering. Stickers from other series, on the outside of the Car are prohibited. All black plastic body parts and grills may not be painted. Exception: the logo of the team can be painted in white on the central radiator grill. Rear wing and its side plates may be painted. In short, the Cars must be presented at the pre-scrutineering, in the same grade of visual condition as they were delivered when they were new.

The team must take with them to the pre-Event scrutineering:

- Porsche 992 GT3 Cup Car (stickers + camera system + ballast, ...)
- Documentation of the Car:
 - Data sheet

- Safety cage certificate
- Fuel tank certificate
- Additional equipment:
 - Bottle of compressed air
 - Air jack
 - Safety system to put under the Car
 - Nut gun / torque wrench
 - Wrench socket centre lock

7. Sticker layout and Advertising on the Drivers' equipment/on the Car and start numbers

The current FIA prescriptions for starting number and for advertising on the Drivers' equipment/on the Car and start numbers must be respected.

The advertising decals, logos, Driver name and starting numbers as specified by the Series Organiser, must be affixed to all competing Cars during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "PCCB - PART 3 - Sticker Regulations - 2025". The sticker regulations are agreed on with the KNAF.

The "PCCB - PART 3 - Sticker Regulations - 2025" are part of these Regulations. Any breach of these Regulations may result in the participant concerned being disqualified from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the entrants' own advertising labels.

The clearance between such advertising and the mandatory labels and starting number shall be a minimum of 30 mm. retained for the entire season. The registered entrants will be informed about their starting numbers before the first race. The Drivers' names, starting numbers and national identification markings must be fixed on all competition Cars throughout the entire Event.

The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification are given in the "PCCB - PART 3 - Sticker Regulations - 2025". The team (Entrant) is responsible for ensuring that the stickers on the entered Cars comply with the applicable legal regulations.

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

The mandatory window streamer found in the "PCCB - PART 3 - Sticker Regulations - 2025" is redeemable. The cost is 5000 EUR per Car per season.

The "PCCB - PART 3 - Sticker Regulations - 2025" will be announced before the start of the season.

7.1. Advertising

Upon entering the PCCB, an Entrant and her Drivers acknowledge the Sporting and Technical Regulations and thereby acknowledge that the organiser and its partners are granted the right to use all photo and video material produced during the Events of the Competitors for promotional or marketing purposes.

The use of the PCCB name and logo is forbidden without expressly written approval by the PCCB organisation. Even with approval from the organiser the current Porsche Corporate Identity for Porsche racing as specified by Porsche AG must always be complied with. No marketing activities connecting to the championship may be deployed without cooperation with and approval by the PCCB organisation.

All Cars must be presented in a presentable and representative state at the start of each Event, see technical regulations. The organiser reserves the right to make mid-season changes to the Corporate Identity and Logo layout.

Team trucks may carry the PCCB logo only in such a way as it is specified in the Porsche AG Corporate Identity for Porsche racing. A sticker layout for trucks incorporating this Corporate Identity will be made available to the teams upon request. All digital artwork required to comply with the Corporate Identity will be delivered to teams at no costs by the organiser.

Any breach of the prescriptions specified in article 7 of these regulations will be seen as a direct violation to the Regulations and penalties will be applied as such, including and up to the loss of championship points or exclusion

from an Event. The Series organiser and PCCB sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

Teams must not enter into partnerships with companies who are either in competition to Porsche AG, its parent or partner companies, the official Series partners of PCCB or who are involved in a legal dispute with Porsche AG or a company associated with Porsche AG. PCCB is entitled to prohibit teams from entering a partnership if the potential partner falls into one of the above categories.

The use of advertisements for companies, their products, services, or brands that are competitor products, services or brands of Porsche AG, their associated companies or the Series sponsors on Cars, helmets, race suits and other Driver equipment, on team Cars or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited. The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on Cars, helmets, race suits and other Driver equipment, on team Cars or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by Porsche AG to bring the Series into disrepute is strictly prohibited.

Only exception on this is for private betting and gambling operators which do respect the general marketing guidelines for responsible gaming as per national legislations.

The advertising guidelines of the FIA and KNAF as well as general or legally regulated advertising bans must be observed. The team (Entrant) is obliged to notify the Series Organiser of all potential partners/ sponsors. The PCCB is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors.

Team partners/sponsors must be registered with the Series Organiser no later than 7 days before the start of an Event. If team partners/sponsors are either registered late or not at all with the Series Organiser, then the Entrant may be fined by the Series Organiser. The Entrant and team partners/sponsors shall grant to the Series Organiser and the Series sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

7.2. Exclusivity rule

Team sponsors who are Competitors of the official Series partners of Porsche AG are not permitted under any circumstances. It is prohibited to communicate advertising on the Car for companies and products that are in competition to Porsche AG or its Series and cooperation partners. With regards to the exclusivity of the Series and cooperation partners of Porsche AG the following rules apply (the exclusivity rule refers either to the industry sector or to the defined product range of the company):

- 'Michelin' is the exclusive partner for the product area "Tyres". The teams are therefore prohibited from communicating advertising for companies and products that are in competition with 'Michelin' tyres.
- For the product area "Fuel", teams are allowed to advertise for other companies only under the following conditions and after submitting a written request to PCCB:
The product brand "Fuel" must be clearly distinguishable from the group brand. Only the product brand "Fuel" is allowed to be communicated. Examples: V-Power or Ultimate.
Max. one team with up to 6 Cars is allowed to be supported for each product brand.
- In general, the following applies: no exemption is possible for partners of exclusivity category 1. For partners of exclusivity category 2, one release is possible on written request per product category and per team. The classification in exclusivity 1 and 2 will be defined individually per partner and is published in the separate list.

7.3. Contravention of these regulations

Contravention of any of the advertising regulations may result in a fine of at least EUR 1,000, and/or refusal to participate in any Event or exclusion from the Event, in each case at the discretion of the Stewards.

8. Driver equipment

8.1. Drivers must wear the following items:

- Overalls in accordance with FIA Standard 8856-2000 or 8856-2018.
- Underwear (with long sleeves and legs) in accordance with FIA Standard 8856-2000 or 8856-2018.
- Balaclava in accordance with FIA Standard 8856-2000 or 8856-2018.
- Socks in accordance with FIA Standard 8856-2000 or 8856-2018.
- Shoes in accordance with FIA Standard 8856-2000 or 8856-2018.
- Gloves in accordance with FIA Standard 8856-2000 or 8856-2018.
- Helmet including FHR clips in accordance with FIA regulations (Appendix L to FIA ISC) must be worn at all times during practice, qualifying and races.

The Drivers' equipment must be checked by the scrutineer at the start of each Event. The moment and location will be communicated in the Supplementary Regulations or the team info.

8.2. Frontal Head Restraint System (FHR or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 is compulsory for all races and Events within the championship as well as for all races outside the championship which are organised according to these Regulations. Responsibility for the necessary modifications to the Drivers equipment in order to enable use of such a system and installation of same in the Car in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

8.3. Drinking system

A drinking system with an electric pump may be used. Prior to installation it must be approved by the Technical Scrutineers.

Installation needs to be fixed using metal hardware and be able withstand a crash of 30G.

8.4. Cooling system

A cooling system with cooling vest may be used. Prior to installation it must be approved by the Technical Scrutineers. Installation needs to be fixed using metal hardware on the auxiliary weight base plate and be able withstand a crash of 30G.

8.5. Racing suit - Badge Regulation 2025

The mandatory logos and badges on the Drivers racing overalls are described in "Porsche Carrera Cup Benelux - PART 4 - Badge Regulation Overall - 2025". This is part of these Regulations. Any breach of these Regulations may result in the participant concerned being disqualified from classification.

9. Weights

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 Cars 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, Event 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 Car to reach the minimum Car 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 in [Attachment 1](#). The ballast weights are identified by spare part numbers listed in [Attachment 1](#). The mounting of the ballast base plate (PPN.:9F1882378), threaded bolts included and ballast cover (PPN.:9F1801575) is mandatory. The ballast system must be mounted as described in the Technical Manual or Spare parts catalogue of the corresponding Car. In addition, it is allowed to use the 991 Gen 1 and Gen 2 ballast weights. As long the parts stay original or otherwise described in these regulations. [Attachment 1](#) also shows the 992 and the 991 parts which can be used.

9.1. Minimum combined weight of Car + Driver

At no time during an Event is the combined weight of a Car + Driver allowed to be less than the mandatory minimum combined weight.

9.1.1. The mandatory minimum combined weight of Car + Driver consists of:

- Weight of the Car with empty fuel tank.
- Weight of the Car equalisation ballast excluding the weight of the Driver equalisation ballast.
- Weight of the inboard camera, the radio system.
- Weight of the Driver.
- Weight of the personal equipment of the Driver as it is in the Car at the time when the weighing is ordered.
- Weight of the Driver equalisation ballast excluding the weight of the Car equalisation ballast.

9.1.2. The mandatory minimum combined weight of Car + Driver:

1378 kg.

When the standard exhaust system is used, the minimum weight of car and driver is 1385 kg.

9.2. Minimum Car weight

At no time during an Event is the weight of a Car allowed to be less than the mandatory minimum weight.

9.2.1. The minimum weight of a Car consists of:

- Weight of the Car with empty fuel tank.
- Weight of the Car equalisation ballast, excluding Driver equalisation weight.
- Weight of the inboard camera, the radio system.

9.2.2. The mandatory minimum weight of a Car:

1293 kg.

When the standard exhaust system is used, the minimum weight of car is 1300 kg.

9.3. Minimum Driver weight

At no time during an Event is the weight of a Driver allowed to be less than the mandatory minimum weight.

9.3.1. Minimum Driver weight consists of:

- Weight of the Driver.
- Weight of the personal equipment of the Driver as it is in the Car at the time when the weighing is ordered.
- Weight the Driver equalisation weight, excluding the weight of the Car equalisation ballast.

9.3.2. The mandatory minimum weight of a Driver:

85 kg.

It is the Driver's responsibility to ensure that the sum of the installed equalisation weight plus his/her actual weight (including the parts of his/her personal equipment in the Car at the time of the order to weigh the Car) is reached at all times.

9.4. Determining the weight

Prior to weighing a Car, the Technical Scrutineers will give the order to a team member to remove the remaining fuel from the fuel tank.

9.4.1. Determining the combined weight of the Car and Driver

The Technical Scrutineers may in their absolute discretion decide to weigh the Car and Driver separately or in combination.

- If the Car and the Driver (together with all Driver equipment) are weighed in combination, the weight plus 2.0 kg of weighing tolerance shall be added and the result shall be referenced against the mandatory minimum combined weight, which must be reached.
- If the Car and the Driver (together with all Driver equipment) are weighed separately on the official scale, the two weights plus 2.0 kg of weighing tolerance for the Car and 0.5 kg of weighing tolerance for the Driver weight shall be added and the result shall be referenced against the mandatory minimum combined weight, which must be reached.

9.4.2. Determining the weight of the Car

- If the Car is weighed, the weight plus 2.0 kg of weighing tolerance shall be added and the result shall be referenced against the mandatory minimum Car weight, which must be reached.

9.5. Weight changes during qualifying and race

During the qualifying and race, the weight of the Car is only allowed to be altered by:

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

On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-qualifying or race Technical Scrutineering, under no circumstances is weight allowed to be added to the Car or the Driver.

9.6. Verification of the minimum weights by the participants on the official scale

Entrants have the opportunity to check the weight of their Cars and Drivers during the Event on the official scale with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

9.7. Personal protective Driver equipment during weighing

During the weigh-in, each Driver must wear his/her complete Driver apparel, plus the mandatory Frontal Head Restraint system.

9.8. Weighing of Cars

The Cars are weighed as follows:

- Weighing of Cars is carried out on the official scale.
- If a Driver is given the signal that his/her Car has been selected for weighing, he/she must take the shortest route possible to the weighing area and turn off the engine.
- During weighing the Driver is not allowed in any way to influence the weighing result. If a Car 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.

9.9. Leaving the weighing area

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

9.10. Weighing after breakdown and Car remaining on circuit during qualifying and race

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

9.11. Determining the Driver weights

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

During some Events it can happen that the Drivers will be weighed in the Parc Fermé, on a nonofficial scale. Any difference between the official Driver weight scale and the scale in Parc Fermé will be taken in account. In particular circumstances after the race, some Drivers will need to go to the podium immediately after they got out of the Car. For example, when the first 3 Cars overall, are stopped under the podium. Those situations will be explained in the Drivers Briefing. If this case occurs, the Drivers concerned need to go the weighing area to determine the Drivers' weight, immediately after the podium. The Drivers concerned need to go to the weighing area during the period of time when the Parc Fermé condition is valid.

9.12. Replacement and loss of Car parts

All Car 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 Car 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. 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.

9.13. Parc Fermé rules for Car weighing

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

9.14. Weighing in below the minimum weight

If, during the post qualifying or post-race weighing procedure, the combination of Car and Driver (including Driver equipment) is found to be below the currently applicable minimum weight, the Car and Driver (including Driver equipment) will immediately be weighed together for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method (Car and Driver together or separated). The maximum value of the 3 weights recorded is regarded as the actual weight of the combination of Car and Driver (including Driver equipment). Falling below the minimum weight will be reported to the Stewards and will be penalised.

9.15. Bringing the Car to the weighing area

It is the Entrant's responsibility to ensure that the race Car 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 Car from the moment of the order until the termination of the weighing process.

9.16. Regulations on the route to and in the weighing area

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 Car are those expressly permitted by the aforementioned persons. If a Car is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

9.17. Sealing the equalization weight

The equalization weight mounted on the passenger side of the Car will be sealed by the Technical Scrutineers. Not a single Car can start with damaged seals. If the seals are damaged during a session the Competitor needs to inform the Technical Scrutineers immediately. If a seal is damaged, at least one member of the Technical Scrutineers needs to be informed immediately after discovering the damaged seal. If a seal needs to be removed to do repair work, at least one member of the Technical Scrutineers needs to be informed before removing the seal.

The mounting of the ballast cover (PPN.: 9F1801575) is mandatory as well as the ballast base plate (PPN.: 9F1882378) is mounted.

10. Ground clearance of Car

The minimum ground clearance of the Car (with the Driver in the Car), 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 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 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.

The minimum ground clearance for the front axle, as specified above, must be achieved with the reinforcement sleeves (PPN.: 9F1407371) fitted on the subframe, as well as undamaged and unmodified mounting bolts (PPN.: WHT008757). The height of an undamaged and unmodified mounting bolt head will be defined as 11,8 mm. If the height of the mounting bolt heads fitted to the Car during the ground clearance measurement measures less than 11,8 mm, the difference will be taken into account.

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 Car, by adjusting the spring rest and/or counter nut of the shock absorbers.

10.1. Min ground clearance:

- Front: 72,0 mm
- Rear: 106,0 mm

10.2. Measuring point

See [Attachment 6](#).

10.3. Measuring method

The minimum ground clearance of the Car is checked on the measuring surface, using an appropriate height gauges or gauge block. The ground clearance of the Car is measured on a surface indicated by the Technical Scrutineers and/or Series Organiser at the start of the Event. This can be done by mentioning it in the Supplementary Regulation, by an Event bulletin, any other team info or verbal. This 'surface' can be a measuring plate, a surface exclusively designated for this purpose or any other surface.

The measurement is checked with the Car in the state that it ended its last session. This means with the same tyres that the Driver ended its last driving session. All the tyres mounted on the Car must be inflated or deflated to 2.0 bar ± 0.1 bar air pressure. 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 together with his full Drivers' equipment. If the measuring gauges can be accessed under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the Technical Scrutineers.

The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective start number used during the session that the check is performed during or

after. The Technical Scrutineers may also use instruments such as measuring calliper or depth gauges to determine the Car height.

10.4. Measurement location

The measurement is conducted on the measuring surface during Technical Scrutineering. The measuring surface is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers.

10.5. Failure to reach minimum height

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

11. Fuel

11.1. The following single fuel must be used:

The only permitted fuel is ETS RENEWABLAZE 102 R50, or otherwise described in the Supplementary Regulations of a specific Event, in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228. For each of the six series Events, a minimum quantity of 200 litres of ETS RENEWABLAZE 102 R50 fuel per entered Car needs to be ordered. The allowed fuel and supplier for an Event will be communicated in the Supplementary Regulations and/or via the official PCCB Team Info (fuel pumps, tanker, or similar). Only this fuel is allowed to be used for the duration of the Event. All additives are prohibited. All chemical or thermal changes to the fuel are forbidden.

11.2. Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's Car at any time during the Event. At any time of the Event until the end of the protest deadline. The Entrant must ensure that a minimum amount of 2,0kg (tolerance of 0.100kg) (shared in 3 equal samples) of fuel can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment, during Parc Fermé and after Free Practice sessions. It is the team's (Entrant) responsibility to be able to take a fuel sample of min 2,0kg (tolerance of 0.100kg) at the removal point in the luggage compartment, if this is not the case the team (Entrant) has the possibility to repair the fuel pump. The fuel indication on the dashboard display can't be used as an argument for not being able to tap off the minimum amount of fuel. The team needs to take a margin into account, due to the fuel level gauge is not accurate when the fuel tank is almost empty. These samples must be identical to the reference fuel taken from the petrol pumps designated above.

11.3. Refuelling, Refuelling installations and control

Throughout the Event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the Series Organiser. The minimum value of the last 24 hours will be posted on the digital notice board before the first session of each day. At no time is the temperature of the fuel in the Car permitted to be less than the lowest outdoor air temperature as posted on the Digital Notice Board.

Defuelling and refuelling of the Cars during free practice, qualifying and the race is forbidden. At any time, it is forbidden to refuel or defuel in the pit lane. All additives are prohibited. All chemical changes to the fuel are forbidden.

A closed-circuit fuelling system is mandatory, so fuel may only be added or removed into or from the fuel cell of the Car using a closed-circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fuelling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed. Systems working with compressed air are strictly forbidden. The fuel in the drums may only be added and removed from the drums with the same closed-circuit fuelling system specified using a suction pipe. When using a closed-refuelling system, the persons involved don't need fireproof clothing. A fire extinguishers as specified underneath is mandatory.

Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell. Any work involving the handling of fuel requires the proper grounding to earth of the Car and all equipment involved. In addition, there must be two 9kg ABC Dry Powder fire extinguishers present with stand-by personnel (not involved in any fuel operations) must be present in this area.

Under no circumstances must members of the public, entrants, team guests or unauthorised personnel be permitted in this area where fuel is handled as described above. It is the responsibility of the team (Entrant) to ensure that such persons are excluded from the area. Smoking and hot works are prohibited when any operation involving fuel, or the fuel cell is in progress.

12. Emissions regulations

The current FIA emissions regulations are to be observed. The Cars must be equipped with a catalytic converter in accordance with the FIA exhaust gas specifications as supplied by Porsche AG.

13. Noise regulations

Each Competitor must bring at least one set of pre-silencers for each Car to each Event. Government environmental rules may override these Noise Regulations during an Event.

- The maximum permitted noise limits are 144dB(A) measured in compliance with the Lwa-procedure and 112dB(A), in compliance with the Lp procedure.

The PCCB organisation is not responsible for any consequences for exceeding the noise limits imposed by the circuit or local ASN. For example, due to different measuring procedures or tolerances.

The required exhaust will be communicated via the official PCCB Team Info before an Event.

14. Safety equipment

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

15. Data and Radio transfer

15.1. Radio system

A radio system is mandatory to fulfil the communication between Driver and team members. Make sure that the cable loom for the radio is properly fitted. The choice of hardware for radio reception from the "Earplug" port to the Driver is not specified but must be checked and approved by the Technical Scrutineers. When mounting fixed speakers in the Driver's helmet, the FIA helmet regulations must be strictly observed. In the case of any ambiguity, the Driver/ Entrant must produce proof that the components used are suitable for use in the Car (fire prevention, etc.).

The use of other radio-based information transmission in the Car (e. g. telemetry) is forbidden. The use of Velcro or tie wraps is prohibited for mounting the radio system. Radio should be mounted on the tunnel, next to the Driver seat.

15.2. Data recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the Car chassis number and must not be exchanged. Only the setups approved by Porsche are allowed to be used for the duration of the Event. All recorded data relating to the free practice, qualifying or race must be made available to the Technical Scrutineers or the Series Organiser. The installation of steering angle sensors and brake pressure sensors and expansion of memory to 128 MB are permitted. In this case, it is absolutely essential to use genuine components manufactured by Porsche and Cosworth.

Any additional electrical connection to the Car wiring harness is not allowed. Installations set up by the Series Organiser are exceptions to this rule. Correct installation of the Car radio must be approved by the Technical Scrutineers.

From the moment the Cup Car enters the racetrack or pitlane to the end of the "Parc Fermé during qualifying and racing, only the Series Organiser and personnel nominated by the Series Organiser are allowed to connect laptops/computers to the Cup Cars. The word 'track' is understood as the part of a circuit that is clearly demarcated to race. For the same period, no external connection (also wireless) may be made between the Car and any external equipment. It is not permitted at any time for any Competitor to read any sensors with any equipment, which are not allocated to the Competitor's own team. Any breach of this regulation will be reported to the Stewards. Directly after parking in Parc Fermé, the Driver is allowed to remove the optional RLU RUGGED USB MEMORY from his Car. The removal by any other person or removal by the Driver at a later time before the end of Parc Fermé is prohibited.

15.3. Other radio-based or electronic devices

The use of other radio-based or electronic devices in the Car (e. g. telemetry, mobile phones) is prohibited. With the exception for the built-in tyre pressure monitoring system.

15.4. Timing Transponder

The transponder must be mounted in the front right wheel arch. Use the 2 screw-in points (1) for attaching the transponder (see [Attachment 5](#)).

16. Seals

All competing Cars 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 Car 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 affixed at the works:

- Valve cover, left (1x)
- Valve cover, right (1x)
- Oil pump bottom (1x)
- Engine control unit (ECU): Connector for control unit wiring harness (At least 1x)

16.1. Engines

The engines are sealed at Porsche AG prior to delivery. A Car with an unsealed engine or with a damaged seal is not permitted to participate in the Series. All engines without a seal must be checked by Porsche AG or PCCB. Any work on the engine that requires the seal to be opened is only allowed to be undertaken at Porsche AG. Engines can be called in and inspected at the instructions of the Stewards. Before the engines are delivered and refitted, a new seal shall be affixed at Porsche AG or PCCB.

16.2. Engine and gearbox change

The change of an engine or gearbox during an Event must be approved in writing by the Technical Scrutineers, prior to the change.

17. 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 Cars.

It is the Competitors' responsibility to ensure that the engine electronic control unit is programmed and only used with the software:

MS66_PAG992_GT3_0203_992GT3CUP_klg9_SC18.s19 during each Event.

18. Cameras

The car must be fitted with a VBOX Video HD2 camera system (referenced as 'VBOX' further in these regulations).

The VBOX must be installed and positioned in accordance with the photos in ['Attachment 11'](#).

Front facing Camera 1 should be mounted facing forward onto the roll cage in the back near to the safety net in accordance with the photos in ['Attachment 12'](#). An alternative extension from Leitspeed is also allowed. This must be installed in accordance with the photos in ['Attachment 13'](#).

Cockpit facing Camera 2 should be mounted on the RHS A-pillar facing sideways facing driver, include microphone with mounting in accordance with the photos in ['Attachment 14'](#).

Picture alignment in accordance with the photos in ['Attachment 15'](#):

- Front facing camera 1: horizontally to the front, straight ahead, both rear view mirrors visible.
- Cockpit facing camera 2: pointing slightly downwards, right picture frame ends at bottom of A-pillar

Each Competitor must ensure that the VBOX is switched on and functioning in the correct manner prior to the Car entering the track for each practice, qualifying, warm up and racing session at an Event. It is the responsibility of the Competitor to provide the equipment. Each Competitor needs to make sure each session is recorded and stored on a removable SD card.

The SD card must be clearly identified with the Car competition number. We advise to foresee a spare SD card for in case one is confiscated for analysis. The PCCB is owner of the recorded videos and its copyrights. The videos can be used in private circumstances but can't be distributed to third parties.

An additional camera system may be installed, but the installation must first be approved by the Technical Scrutineers. The use of camera on the outside of the cockpit is prohibited.

A camera on the helmet is prohibited. According to Article 1.4 of Chapter III "Drivers' Equipment, Helmet Modifications" of Appendix L of the International Sporting Code, "[...], Accessories must be fitted in accordance with the helmet manufacturer instructions. Only accessories approved by the FIA shall be used. Any other modification or addition of non-approved accessories (helmet cameras, visors, etc.) will render the FIA helmet homologation void."

All use of Velcro or tie wraps for mounting accessories is prohibited. The use of mounting parts with suction cup is forbidden.

19. General safety

19.1. 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.

19.2. Fire prevention

It is the team (entrant) responsibility to have min two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers always present in the teams' tent/awning/garage box. The fire extinguishers must be clearly visible and easily accessible. Any non-compliance will be reported to the Stewards and penalized at the full discretion of the Stewards.

20. Fire extinguisher and wheel valve caps

From the moment that the Cup 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 Car's fire extinguisher must be active. All wheel valve caps must be mounted for the same period of time, except while measuring the tyre pressures, if allowed. Only the use of the valve caps and valve inserts, provided by the Official Michelin Tyre Supplier – Kronos Tyres, are allowed. During this period of time a least one spare 9V battery, for the Car's fire extinguisher, must be provided by a team member. To be able to change the defective 9V battery by a new one on the spot, when the issue occurs. It is the team's (Entrant) responsibility to comply with the description mentioned above.

21. Penalty for not being compliant with the Technical Regulations

21.1. Penalty 1:

Not being in compliance with the Technical Regulations during the qualifying sessions and/or the post Technical Scrutineering of the associated session, will be reported to the Stewards and will be penalised with the cancellation of the qualification times achieved by the Driver concerned. The Driver is allowed, however, to start in the race from the last place on the starting grid. All other Drivers, including unqualified Drivers, who would be standing on the starting grid behind the penalised Driver will move up one place on the starting grid of the associated race. If more than one Driver is penalised with the same penalty, their order on the back of the starting grid will be defined by their best qualification times.

21.2. Penalty 2:

Not being in compliance with the Technical Regulations, during a race session and/or the post Technical Scrutineering of the associated session, will be reported to the Stewards and will be penalised with disqualification from the points classification for that race.

21.3. Violation resulting in Penalty 1 & 2:

Penalty 1 & 2, as described above, are valid and must be applied in case of any infringement observed regarding the topics listed underneath.

- Minimum combined weight of Car + Driver
- Minimum Car weight
- Minimum Driver weight
- Minimum ground clearance
- Minimum fuel
- Camber spacer
- Wheelbase dimensions
- Wing dimensions and profile
- Use of unregistered tyres
- Tyres type or any illegal manipulation
- The use of unauthorised parts in the parts groups:
 - Engine:
 - Single-mass flywheel
 - Power transmission:
 - Differential
 - All gears and shafts
 - Clutch
 - Brakes:
 - Brake pads
 - Brake disks
 - Master cylinder

- Calipers
- Rear brake air cooling hose: modification to the cooling system with the goal to get better performance.
- Suspension, Driveshaft, Wheels

21.4. Other violations

Other infringements against the Technical Regulation will result in a penalty decided by the Stewards or otherwise specifically described in these Technical Regulations. The penalty decided by the Stewards could be penalty 1 and/or 2.

Part B: Specific Technical Regulations, Porsche GT3 Cup, Type 992 (MY 2021-2025)

22. General information

Technically identical Cars with the designation Porsche 911 GT3 Cup (type 992), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Series. Cars of model year 2021-2025 (see following general Car description) are permitted. The Cars must comply with the requirements of these Technical Regulations. Technical acceptance of the Cars is undertaken by the Technical Scrutineers. In addition to the Technical Regulations according to Part A of these Regulations, the following specific Technical Regulations are applicable.

23. General Car description

Porsche 911 GT3 Cup (type 992), MY 2021-2025

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

23.1. Engine

23.1.1. General description

- 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 (PPN.: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

23.1.2. Exhaust system

As well as the open tailpipe exhaust (PPN.: 9F1251187) and the Porsche original standard race exhaust are allowed (PPN.:9F1251051, including PPN.: 9F1251505 and PPN.: 9F1251506). During some Events, the 'silent' exhaust is mandatory (PPN.:9F1251052C).

The parts required are listed in the currently valid parts catalogue and installation of these components is described in the handbook.

The Series organiser will publish the exhaust to be used in the official PCCB Team Info.

23.1.3. Cooling system:

The classic coolant Glysantin G40 is prohibited. The classic coolant must be replaced with 2 litres of corrosion inhibitor and 22 litres of distilled water.

The corrosion inhibitor protects the water-carrying parts against corrosion, reduces cavitation, lubricates the water pump and increases the boiling point of the coolant. Corrosion inhibitor is available in the Porsche Motorsport parts catalogue with PPN.: 9F0100628).

23.2. Power transmission (gearbox/differential lock)**23.2.1. General description**

- 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

23.2.2. Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation ([Attachment 2](#)).

The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual must not be changed. The fitted friction plates must comply in terms of part number, allocation, and specification (see parts catalogue of the eligible Car ([Attachment 3](#))).

The following sets of part numbers are permitted for use in any 992 Cup Car independently of the model year (i.e. part numbers of MY 2021/22 in MY 2023-2025 car and vice versa):

Parts may only be used as a set (Pos 1-3). It's prohibited to mix the parts of the old version with the new version or vice versa.

Pos	Part number		Name	Qty. per car
	MY 21/22 (old)	from MY 2023-2025		
1	9F1.341.347	9F1.341.347.B	Bevel gear	2
2	9F1.341.317	9F1.341.317.B	Bevel pinion	4
3	9F1.321.795	9F1.321.795.A	Plug joint flange	2

The basic locking torque of the differential for the technical inspection is measured directly on the wheel in its installed state. The average value of the measurement in both directions of the rotation must not exceed 150.0 Nm.

23.2.3 Transmission emergency function

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

23.3. Engine oil quick refill

The use of the optional "oil quick filling kit" as shown in the catalogue is permitted, as long as the mounting is compliant with the Porsche AG's official mounting instructions. The hole in the engine lid necessary to fit the quick oil fill must be fully covered by clear Heli tape. The use of the engine oil quick fill in pitlane during any PCCB Event is prohibited.

23.4. Brakes**23.4.1. General description**

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:

- One piece aluminium 6-piston fixed callipers.
- Ventilated and grooved steel brake disc 380 mm diameter, 32 mm thick, with aluminium disc bell.

- Racing brake pads.
- Optimized ventilation routing.

Rear axle:

- One piece aluminium 4-piston fixed callipers.
- Ventilated and grooved steel brake disc 380 mm diameter, 32 mm thick, with aluminium disc bell.
- Racing brake pads.
- Optimized ventilation routing.

The spoilers on the front wishbones (PPN.:9F1407811 and 9F1407812) must be mounted and are mandatory for each Event.

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

It is permitted to secure the two halves of the airduct element (PPN.: 9F1615457,9F1615458, 9F1615447 and 9F1.615.448), using a maximum of 3 cable ties around each element, to prevent their separation.

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

- Front axle: (diameter: 19,1 mm, part number: PPN.: 9F1611011B or 9F1611011E)
- Rear axle: (diameter: 17,8 mm, part number: PPN.: 9F1611011D) Cars delivered with brake master cylinders of 15,9 mm diameter need a replacement of the brake master cylinders with 17,8 mm diameter from the 2023/2025 parts catalogue.

Front axle:

- Aluminium 6-piston fixed callipers, one piece.
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,
 - Front Left: Assembly: PPN.: 9F1615283A
 - Front Right: Assembly: PPN.: 9F1615284A
- Racing brake pads (Pagid). PPN.: 9F1615432.

Rear axle:

- Aluminium 4-piston fixed callipers, one piece.
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,
 - Rear Left: Assembly: PPN.: 9F1615583A
 - Rear Right: Assembly: PPN.: 9F1615584A
- Racing brake pads (Pagid), PPN.: 9F1615432B.

The use of any system working like an ABS system is strictly prohibited. For easier handling and more versatile use of the Cars beside the PCCB, it is allowed to have certain ABS-system parts mounted in the Cup Car as listed in the following description.

- The operation of the ABS hydraulic power unit is prohibited.
- The ABS dummy block (PPN.:9F1614518B) may be used instead of the ABS hydraulic power unit.
- If the ABS hydraulic unit remains in the Car, the electronic connectors must be disconnected and sealed by the Technical Scrutineer.
- The ABS cable loom may be mounted in the Cup Car but may not be electrically connected to the Car.
- The original Car's cable loom must be connected as in its original state using the original sensors.
- The use of TC (Traction Control) is strictly prohibited and needs to be disabled by the software.

23.6. Wheel suspension

23.6.1. General description front axle

- Double wishbone suspension, adjustable ride-height, camber and toe.
- 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.

23.6.2. 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.

23.6.2.1. Allowed adjustments

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:

Low Stress	Medium Stress	High Stress
Front Axle: 20,0 mm Rear Axle: 15,0 mm	Front Axle: 19,0 mm Rear Axle: 13,0 mm	Front Axle: 18,0 mm Rear Axle: 11,5 mm
Assen Hungaroring	Zandvoort Spa Francorchamps Zolder	

The non-removable spacer (PPN.: 9F1505184) of the rear lower control arm will be included when determining the combined thickness of the camber spacer washers.

A change of the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber value can be announced by an Event bulletin at any time before or during any Event.

Furthermore, it is optional to hide the camber shims with aluminium tape, the camber shims on the rear should all face with the nose to the back (driving direction).

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

An alternative mounting ring may be used instead of Z Clamp Fitting (PPN.: 9F1253543A). However, it must be ensured that the alternative clamp is not colliding with any of the other parts. The maximum permissible overhang of the alternative clamp is 10 mm ([Attachment 8](#)).

The wheelbase on the left and right sides of the Car must be 2468,0 mm +/-15,0 mm. The measuring points are the centres of the wheel hubs.

23.6.3. Anti-roll bars

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed.

Only the setting options for which the technical specifications have been provided are allowed to be used.

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

23.6.4. Shock absorbers/springs

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

Vibration damper

- Front: PPN.: 9F1413031C, 9F1413031D
- Rear: PPN.: 9F1513031C, 9F1513031D

Bump stop

- Front: PPN.: 9F1412303B
- Rear: PPN.: 9F1412303B

Main spring

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

Helper spring

- Front (2N/mm): PPN.: 9F1411411C
- Rear (2N/mm): PPN.: 9F1411411C

23.7. Wheels (flange + rim) and tyres

23.7.1. General description

Front axle:

- Single-piece light-alloy rims according to Porsche specification and design with centre lock,
 - 12J x 18 ET 23,5 mm
- 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

23.7.2. Wheels

The use of any other wheels than the originally specified wheels is prohibited.

The use of tyre pressure and temperature sensors with the part number 9F1.907.275 is optional.

The use of any other tyre pressure and temperature sensors is prohibited.

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 are not permitted to be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

23.7.3. Tyres

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 N3R

Rain tyres:

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

PCCB suggests that all Competitors follow Michelin's recommendations and instructions relating to tyre pressure and set-up. 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 official Michelin tyre supplier.

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

23.7.4. Tyre Marking

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

All slick tyres must be marked.

Wet tyres don't have to be marked and are unlimited in use.

At each Event the following quantity of tyres for each competition number can be marked by the Technical Scrutineers:

a) For free practice of the first Event:

- Two (2) new slick tyres for the front axle.
- Two (2) new slick tyres for the rear axle.
- Two (2) used slick tyres for the front axle.
- Two (2) used slick tyres for the rear axle.

b) For free practice of any of the following Events:

- Two (2) new slick tyres for the front axle.
- Two (2) new slick tyres for the rear axle.

c) For qualifying and race (of any Event):

- Four (4) new slick tyres for the front axle.
- Four (4) new slick tyres for the rear axle.

23.7.5. Ordering of tyres

The tyres for the respective Event must be ordered from Kronos Racing SA in good time – at least ten working days before the start (ISC Art. 2.1.7.a refers) of the Event – using the official order form.

23.7.6. Free Practice

For the free practice session of the initial Event, it is permitted to use one set of new slick tyres and one set of used slick tyres of the aforementioned specification purchased from the official supplier. Only the new slick tyres set will count as previously registered tyres of the current Porsche Carrera Cup Benelux 2025 season.

From the second Event onwards, it is permitted to use one set of new slick tyres and previously registered slick tyres of the aforementioned specification purchased from the official supplier. It is only permitted to use the previously registered slick tyres with the same competition number from all the previous Porsche Carrera Cup Benelux 2025 race Events.

Slick tyres marked for free practice and previously registered slick tyres may not be used for Qualifying or the Races of the same Event, except for the cases specified in Art. [23.7.10 \(Tyre Damage\)](#).

Substitute entries must use the slick tyres marked for the competition number they are replacing. In case of a Team Change (cf. Team Change in Sporting regulations 2025), the slick tyres marked before the team change remain tied to the original entry at the outgoing team.

Drivers changing teams replacing another Driver must use the slick tyres marked for the competition number they are replacing (cf. Substitute Drivers, [Art. 23.7.9](#)).

Drivers changing teams not replacing another Driver and thereby causing an additional entry for the receiving team, may use one set of unmarked slick tyres of the aforementioned specification purchased by the receiving team from the official supplier.

23.7.7. Qualifying and Race

Only the tyres marked for the relevant Event are permitted to be used for the respective qualifying and race.

Only marked tyres may be taken into the pit lane for qualifying and the race of the respective Event.

For the avoidance of doubt, slick tyres marked for free practice may not be brought into the pit lane for, or used during, qualifying or the race.

23.7.8. Guest Drivers

For the entered Event, it is permitted to use one set of new slick tyres and one set of used slick tyres of the aforementioned specification purchased from the official supplier KRONOS RACING SA for the free practice.

For the entered Event, a maximum of four slick tyres for the front axle and four slick tyres for the rear axle for each competition number can be marked and handed out by the Technical Scrutineers before qualifying.

For Guest Drivers entering as a substitute for an already entered Car, the rules for substitute Drivers apply.

23.7.9 Substitute Drivers

Tyres are allocated to an existing entry. The tyre rules for permanent entries apply.

23.7.10 Tyre Damage

The Technical Scrutineers have the authority to declare damaged tyres as unsafe and demand to have them replaced.

a) Damaged slick tyres must be replaced with a previously registered slick tyre of the current Porsche Carrera Cup Benelux 2025 season.

A maximum of 2 new previously registered tyres can be registered for an Event.

b) If a competition number used up the permitted slick tyres and cannot replace the damaged slick tyre with a previously registered slick tyre (cf. "Tyre Damage", [Art. 23.7.10a](#) of these regulations) which is declared safe to use, a new slick tyre must be registered. Using a new slick tyre, which was not previously registered will result in an automatic grid penalty of 3 places per new slick tyre for the next race the competition number competes in.

23.7.11 Treatment

Any chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns or any similar devices of any

kind to help the removal of rubber abrasion and stones ("tyre scraping") is prohibited. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an Event. From the time of the pre-start until the end of the session the for the Event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

23.7.12 Tyre logs

All barcodes of the marked tyres will be recorded in lists, the so-called tyre logs, which will be handed over to the Competitor. The Competitor must compare the barcodes of the tyres with those of the tyre logs.

Any discrepancy between the listed barcodes and the barcodes of the tyres must be communicated by the Competitor to the scrutineers in writing until one hour before the beginning of pre-grid for the session in which the respective tyres may be used for the first time.

If there is no communication, this will be deemed as implicit acceptance of the received tyre logs.
No tyre is permitted be used that is not listed on a tyre log.

23.7.13 Route to and from the pit lane

Starting with the qualifying of the first championship round the route into and from the pit lane may be taken only on registered slick tyres or rain tyres.

23.8. Bodywork and dimensions

23.8.1. 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 points 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.

23.8.2. 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.

23.8.3. 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.

23.8.4. Water-based paint:

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

23.8.5. Overall Car dimensions and overhangs:

Total length:	4585 mm (180.51 inch)	+/- 15.0 mm
Track width of the front axle measured at the center of wheel hub plugs	1885 mm (74,21 inch)	+/- 10.0 mm
Track width at the rear axle measured at the center of wheel hub plugs	1885 mm (74,21 inch)	+/- 10.0 mm
Front overhang measured from the middle of the wheel of the front axle to the leading edge of the Car (first point in the direction of the longitudinal axis, incl. front lip).	1036 mm (40,79 inch)	+/-15.0 mm
Rear overhang	1081 mm (42,56 inch)	+/-15.0 mm
Wheelbase	2468 mm (97.16 inch)	+/-15.0 mm

23.8.6. External bodywork (including windows)

The delivery status of the bodywork must be preserved.

23.8.6.1. Windscreen

As a replacement to the original part, a heated windscreen as shown in the spare parts catalogue is permitted. The windscreen is permitted to be connected to the electrical system of the Car and the heating function is permitted to be used. To protect the windscreen and as a safety measure, 'tear-off' screens are permitted to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers.

23.8.6.2. 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.

Any covering of these windows by any form of tape or film (other than the Driver's nationality Flag in compliance with the Sticker Regulations) is not allowed.

23.8.7. Cockpit**23.8.7.1. Seat**

The adaption of the seat by the addition of original Sabelt seat padding shown in green and blue in [Attachment 4](#) is permitted. Each padding shape may only be used in the specific and correct location and direction as shown in [Attachment 4](#).

Additional padding at the head rest can only be added in accordance with the following conditions and the Technical Scrutineers discretion:

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

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

Any modifications or addition of paddings outside of the prescriptions above must be presented to the Technical Scrutineers for approval.

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

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

The provisions of FIA Appendix J Article 253-16 must be complied with at all times.

23.8.7.2. 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 for cockpit ventilation at the centre of the hood is permitted to be changed by taping.

23.8.7.3. 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 5.5.

23.8.8. Roll cage safety padding

All Porsche GT3 Cup, type 992 Cars, must be equipped with the mandatory roll cage padding and food well foam defined in the current Technical Manual and Spare Parts Catalogue of the Car.

23.8.9. Additional roof hatch accessories

The Car 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 with 7 livelocks which must be accessible at all times (no foiling or painting of live locks is permitted).

23.9. Aerodynamic devices

Masking the radiator grilles is prohibited. Furthermore, Entrants are allowed to tape over the full area of the headlight and day/turn signal light lenses with uncoloured transparent Heli tape and coloured stickers in accordance with the Sticker Regulations to indicate their class, without thereby taping over a slot in the bodywork.

It is mandatory to have a strip of tape of maximum 85,0 mm length, positioned as per the tape in the [Attachment 9](#) below, to cover the slot between the front bumper and bonnet. The strip of tape is optional for the practice and qualifying.

Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed.

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

There are 11 adjustment positions: from 4° to 14°. Each adjustment position, according to the regulations, is defined by the bolt holes with matching markings as shown in the Technical Manual (see [Attachment 7](#)). All mounting bolts (left- and right-wing support, front and rear bolt) must use the same corresponding bolt holes.

The use of the front air scoop (PPN.:9F1407811 and PPN.: 9F1407812) is mandatory for each Event.

If a session is declared as a wet session it is permitted to close all slots on the rear side windows with transparent heli tape.

In case of rain, the slotted side rear windows may be taped off with any kind of tape in Parc Fermé after the permission of the Technical Scrutineer.

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

23.10. Electrical equipment

From the moment the Cup Car enters the race track or pitlane to the end of the "Parc Fermé" during qualifying and racing, only the Series Organiser and personnel nominated by the Series Organiser are allowed to connect laptops/computers to the Cup Cars. The word 'track' is understood as the part of a circuit that is clearly demarcated to race. For the same period, no external connection (also wireless) may be made between the Car and any external equipment other than the Cars equipment to read from the antennas of the tyre pressure monitoring system. It is not permitted at any time for any Competitor to read any sensors with any equipment, which are not allocated to the Competitor's own team. Any breach of this regulation may result in the Car being disqualified from qualifying or race.

23.10.1. 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 touch panel with multi-color back light.
- Three additional centre console switches for additional consumers.
- Data connection (data logger, video system).

It is allowed to install the following battery charging cable from Manthey-Racing to charge and “wake up” dead batteries:

MTHPN.000116A – AS Charging cable.

The loom must be fitted according to the latest mounting instructions.

No other additional charging loom is permitted.

23.10.2. LED Lighting system:

- Main headlight.
- Daytime running lights.
- Taillights

Rain light in compliance with FIA homologation regulation.

23.10.3. Optionally, the usage of the following electrical equipment is permitted:

- AS Sensor GPS (PPN.: 9F2927748).
- Z HARNESS USB (PPN.: 9F1970994).
- RLU RUGGED USB MEMORY (PPN.: 9F0054911A) in combination with USB Stick mounting Bracket (MTHPN.001179A).

23.12. Lubrication system

23.12.1. Lubricants

23.12.1.1 Engine:

Mobil 1 C40 GT 0W-40 or Mobil 1 ESP X3 0W-40 engine oil is mandatory. All additives are prohibited.

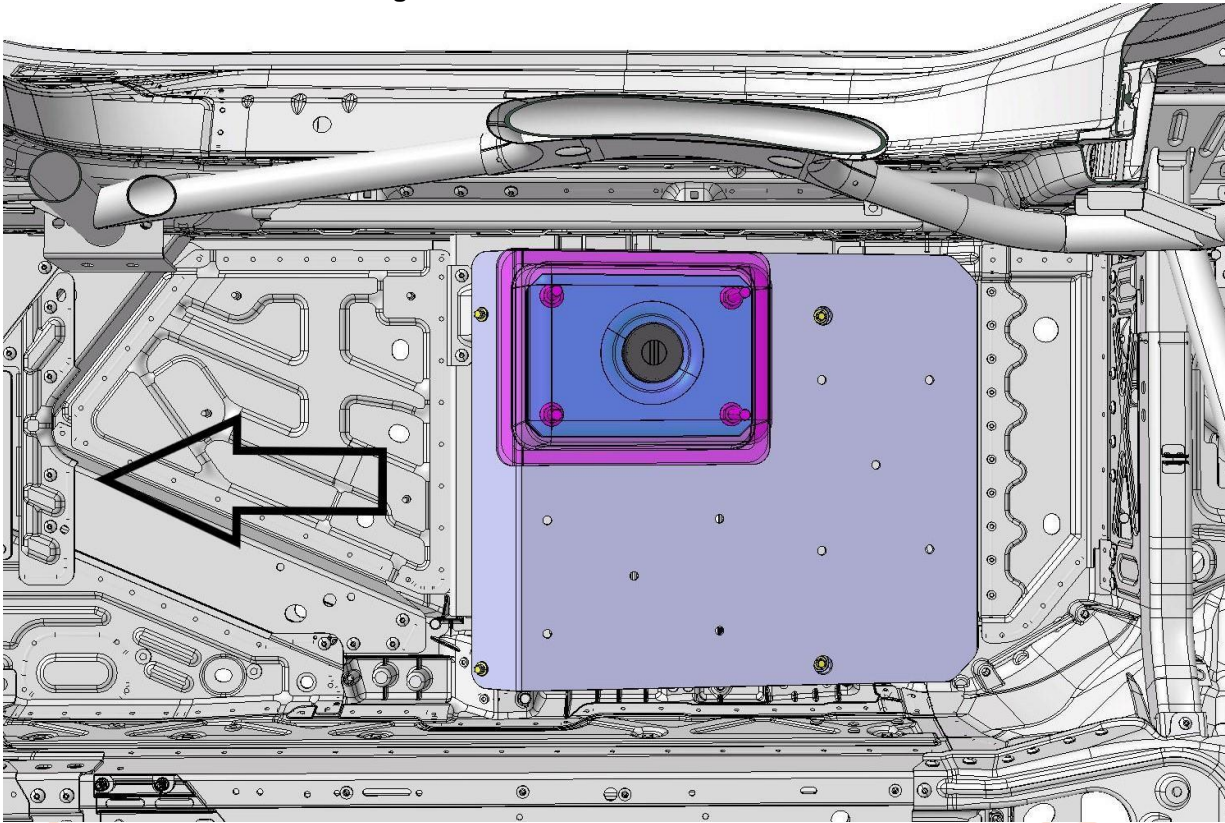
23.12.1.2 Transmission:

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.

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Part C: Attachments

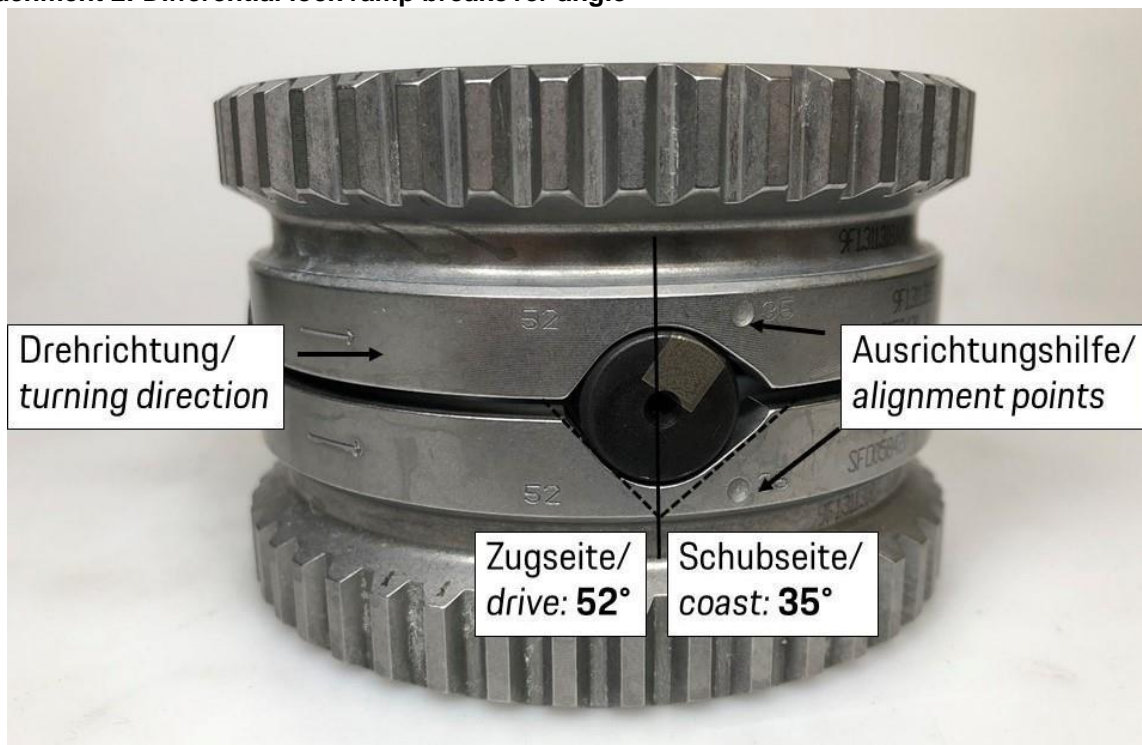
Attachment 1: Ballast weights



Auxiliary weights part numbers:

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

Attachment 2: Differential lock ramp breakover angle

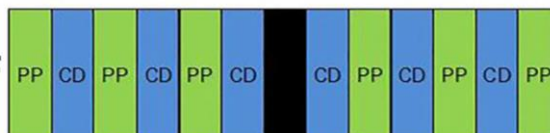


Attachment 3: Differential design

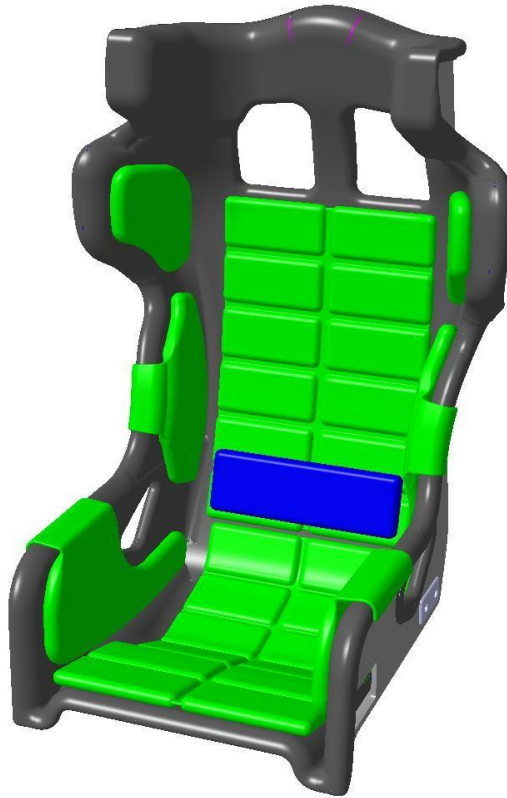
The differential is fitted with 12 friction surfaces (12FF) as standard. The arrangement of the parts is shown in detail in the image:

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

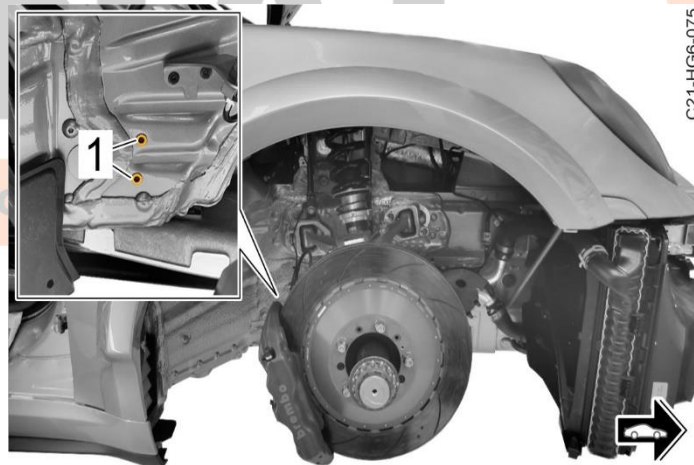
12 FF



Attachment 4: Seat Padding

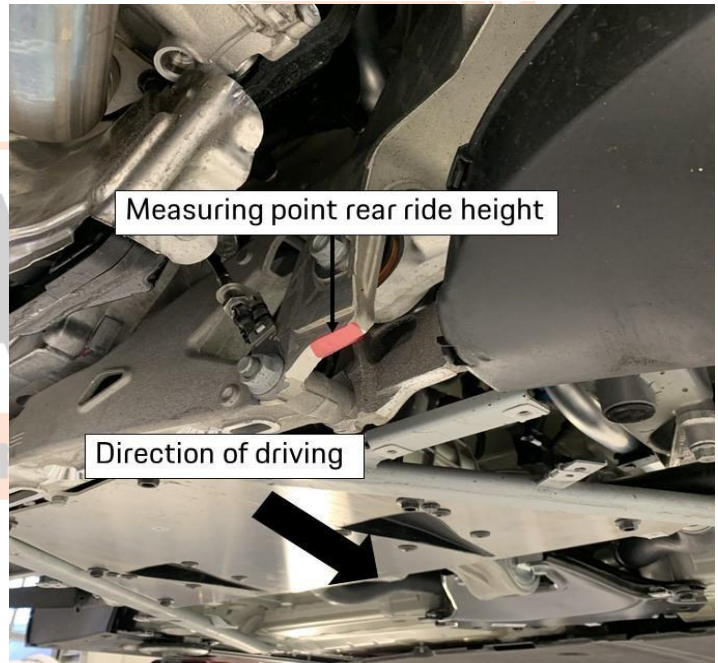
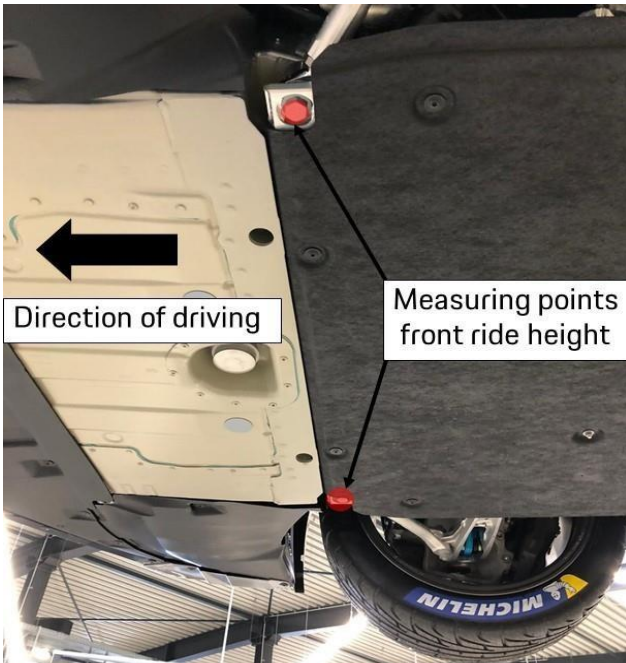
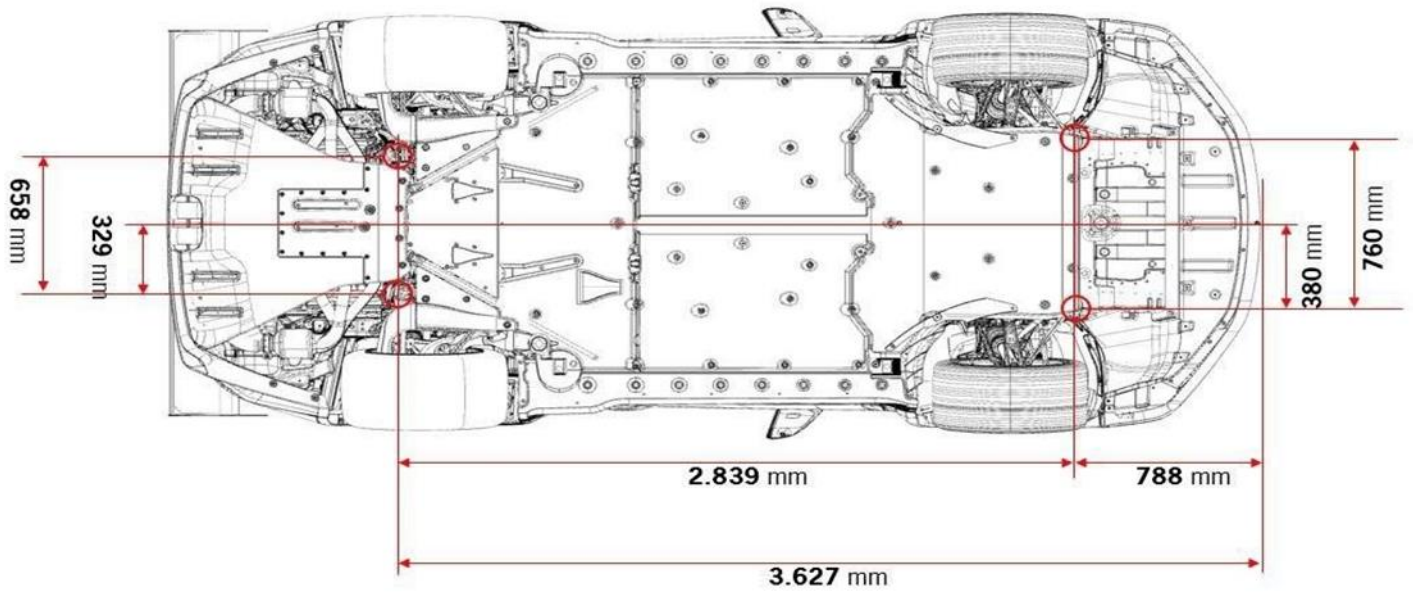


Attachment 5: Timing transponder (Mandatory for all competing Cars)

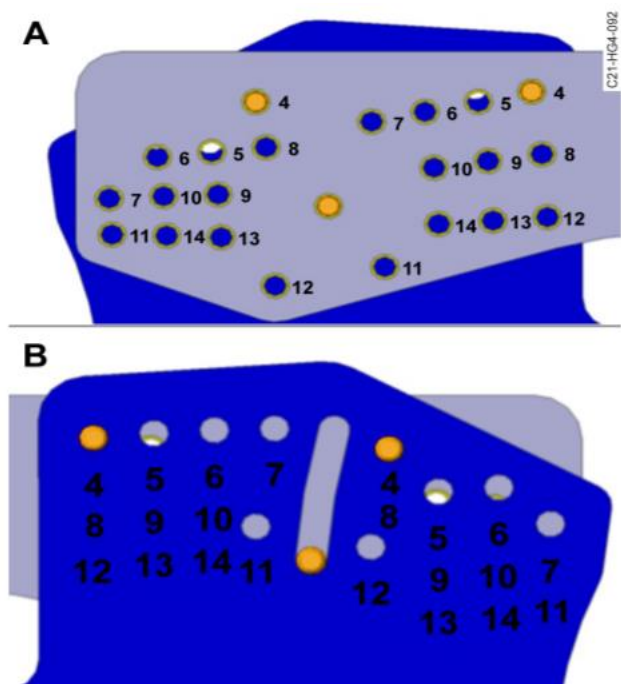


Attachment 6: Ride height measuring positions

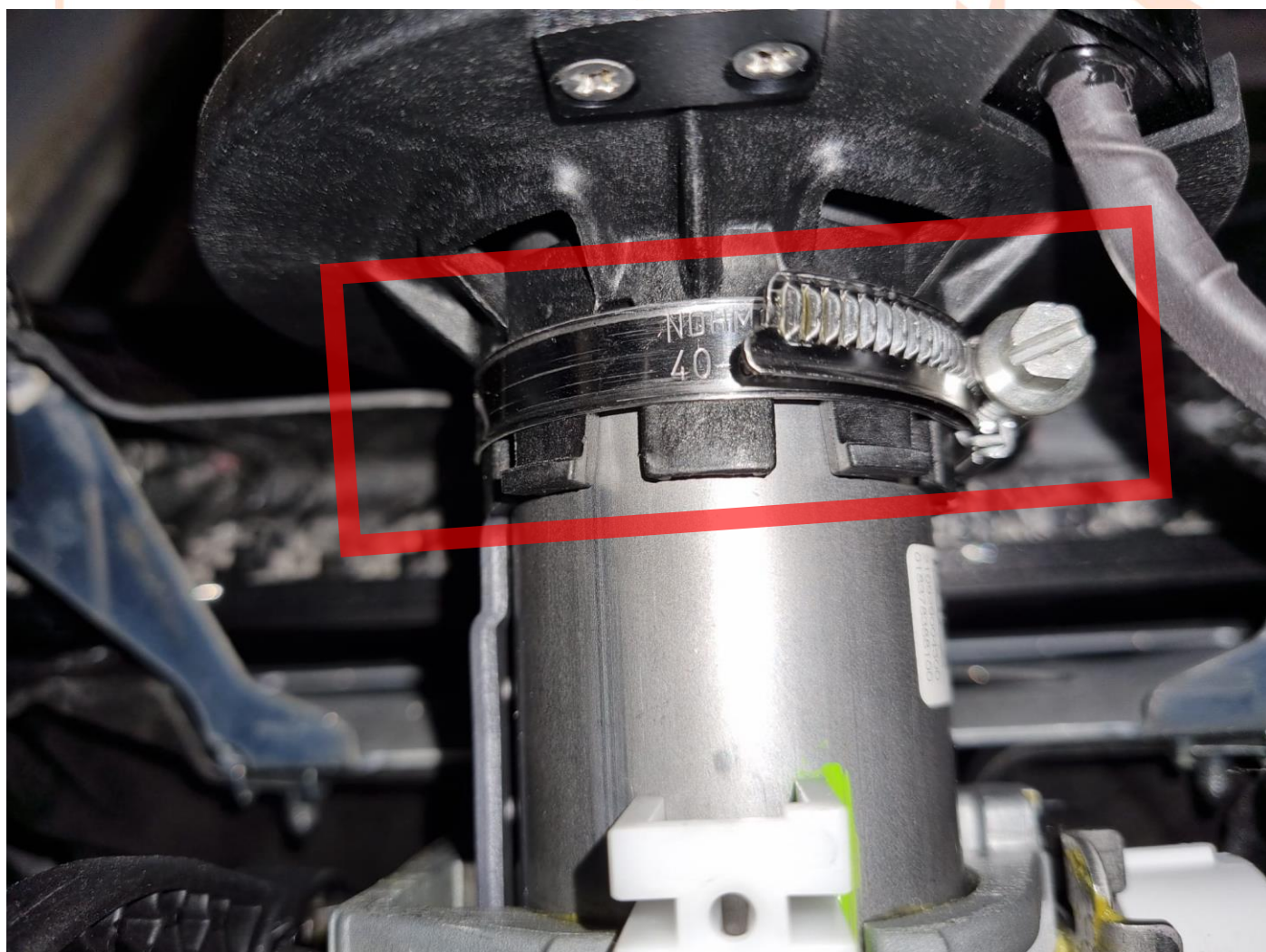
Positionen Fahrhöhenmesspunkte/ ride height measuring positions



Attachment 7: Rear-wing adjustment Positions



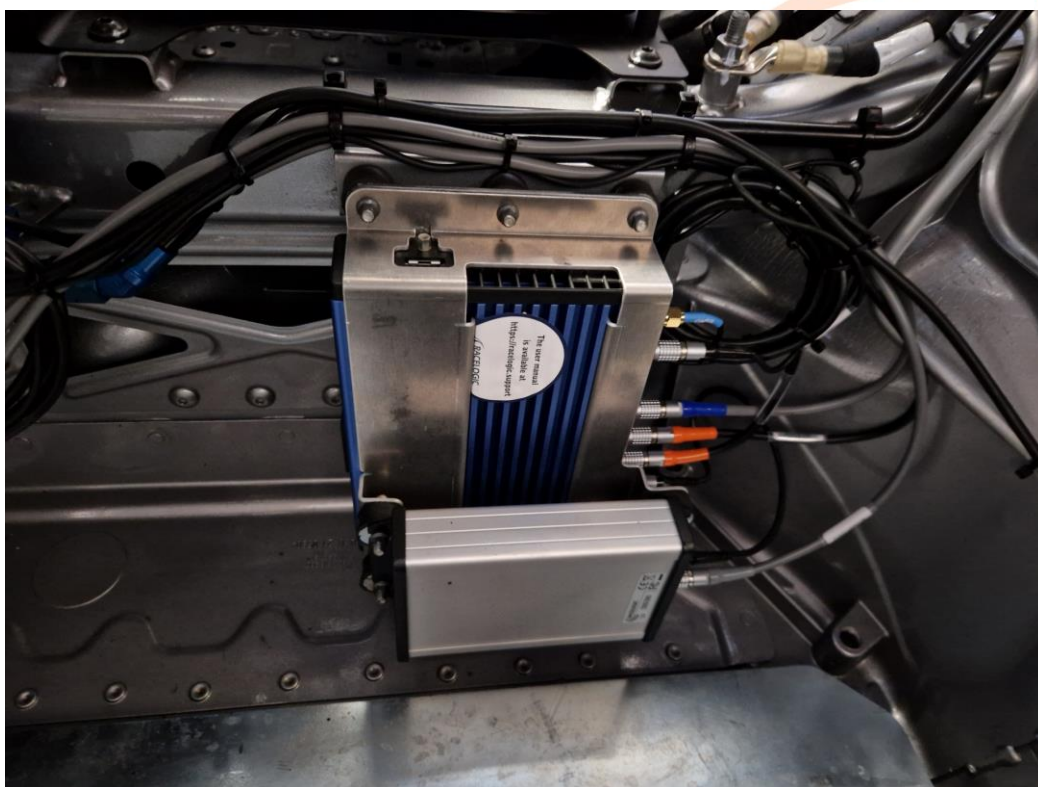
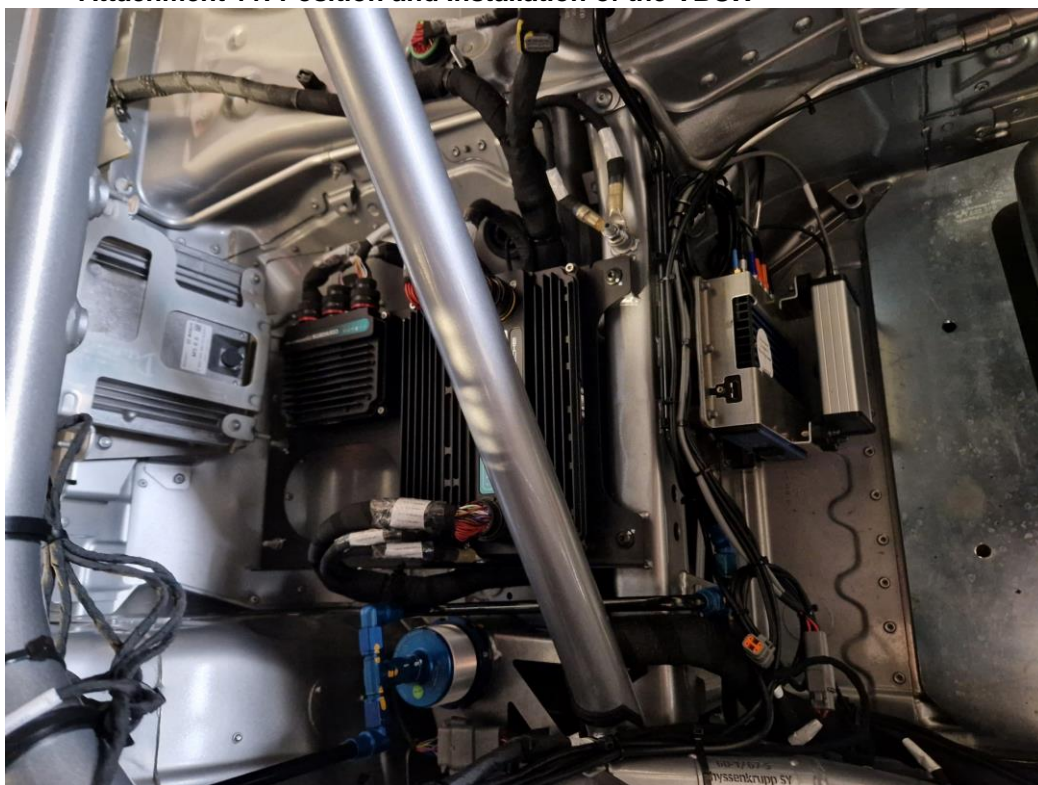
Attachment 8: Alternative Z-Clamp Mounting



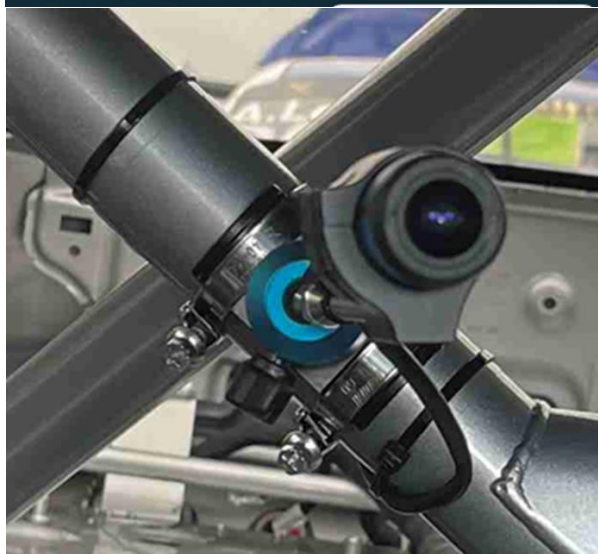
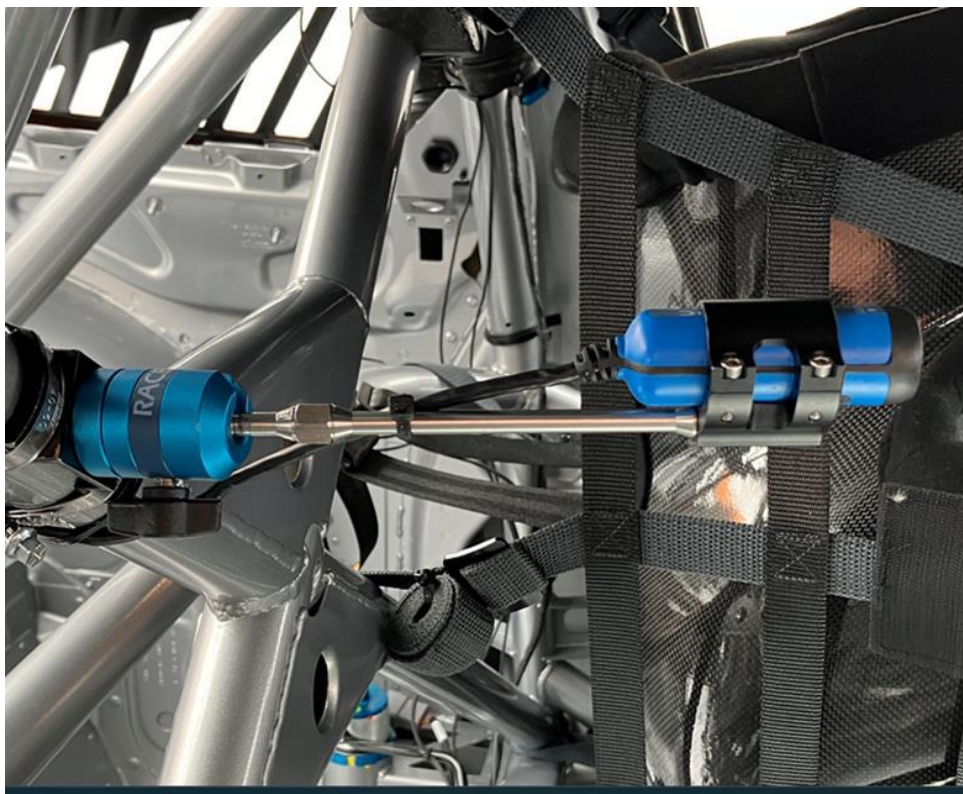
Attachment 9: Tape to cover slot between front bumper and bonnet**Attachment 10: Alternative Part Number Reference Table**

Part	Number	Alternative Number (previous model)
AUXILIARY WEIGHT 2KG/6 MM	9F1801141	99150484800
AUXILIARY WEIGHT 3,5KG/10 MM	9F1801141A	99150484801
AUXILIARY WEIGHT BIG 6,8KG/20 MM	9F1801141B	99150484802
COVERING AUXILIARY WEIGHT	9F1801575	9915048659B
KNURLED NUT COVERING	WHS001903	9915048529B
WHEEL NUT LEFT	9F1412157	9973313079A
WHEEL NUT RIGHT	9F1412158	9973313089A
Z CLAMP MOUNTING RING	9F1253543B	ANY

Attachment 11: Position and Installation of the VBOX



Attachment 12: Mounting position front facing camera 1



Attachment 13: Alternative mounting front facing position camera 1 with extension from Leitspeed



Attachment 14: Mounting position cockpit facing camera 2



Attachment 15: Picture alignment front facing camera 1 and cockpit facing camera 2



Part D: Definitions

PCCB	Porsche Carrera Cup Benelux as the organiser of the Event.
Team	The Entrant and Entrant personnel.
MY	Make Year, indicates the model version.
Gauge block	A calibrated tool with specific dimension, which are not variable.
PPN.	Porsche part number.
MTHPN.	Manthey Racing part number.

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