

Porsche Endurance Trophy Benelux Technical Regulations 2018



Table of contents

Part A	Porsche Endurance Trophy Benelux General Technical Regulations	9
1.	General	9
2.	Responsibility warning	9
3.	Classes	10
4.	Vehicle Identity Passport	11
5.	Drivers safety equipment	11
6.	Vehicle sticker layout	11
7.	Tyres	11
8.	Fuel	11
9.	Fire extinguisher	11
10.	Noise regulations	11
11.	Emission regulations	11
12.	Data, Radio transfer and other radio-based or electronic devices	11
13.	Cameras	11
14.	Drinking & driver cooling system	11
15.	General safety	11
16.	Minimum vehicle weight	12
17.	Ground clearance of vehicle	13
Part B	Porsche Endurance Trophy Benelux Tech. Regulations per Class	14

CLASS 1

1.	Class 1 General Technical Regulations	14
1.1.	Accepted cars	14
1.2.	Principles of the Technical Regulations in accordance with	14
1.3.	Exclusion of a Porsche GT3 Cup car, type 991	14
1.4.	Weight	16
1.5.	Ground clearance of vehicle	16
1.6.	Data and Radio transfer	16
1.7.	Safety equipment	17
1.8.	Seals	17
1.9.	Engine electronic control units	17

2.	Class 1 Specific Technical Regulations, Porsche 911 GT3 Cup, Type 991, Gen II(2017 – 2018)	18
2.1.	General information	18
2.2.	General vehicle description	18
2.3.	Engine	18
2.4.	Exhaust system	18
2.5.	Power transmission (gearbox/differential lock)	19
2.6.	Brakes	19
2.7.	Steering (steering wheel/hub extension)	20
2.8.	Wheel suspension.....	20
2.9.	Wheels (flange + rim) and tyres	22
2.10.	Bodywork.....	22
2.11.	Aerodynamic devices.....	24
2.12.	Electrical equipment.....	25
2.13.	Fuel circuit	25
2.14.	Optional parts.....	25
2.15.	Lubrication system.....	25
2.16.	Mandatory rework:.....	25
3.	Class 1 Specific Technical Regulations Porsche 911 GT3 Cup, Type 991, Gen I (2013 – 2016)	26
3.1.	General information	26
3.2.	General vehicle description	26
3.3.	Engine	26
3.4.	Exhaust system	27
3.5.	Power transmission (gearbox/differential lock)	27
3.6.	Brakes	27
3.7.	Steering (steering wheel/hub extension)	28
3.8.	Wheel suspension.....	29
3.9.	Wheels (flange + rim) and tyres	30
3.10.	Bodywork and dimensions	31
3.11.	Aerodynamic devices.....	33
3.12.	Electrical equipment.....	33
3.13.	Fuel circuit	34
3.14.	Optional parts.....	34
3.15.	Lubrication system.....	34

4.	Class 1 Attachments	35
Attachment 1:	Ballast weights	35
Attachment 2:	Differential lock ramp breakover angle	35
Attachment 3:	Differential design	36
Attachment 4:	Control arms.....	36
Attachment 5:	Minimum ground clearance, Porsche GT3 Cup, type 991 Gen II ('17 – '18)	37
Attachment 6:	Seat Padding.....	38
Attachment 7:	Technical mod. GT3 Cup, type 991 Gen I, MY 2013 and MY 2014	39
Attachment 8:	Differential lock, ramp angle	42
Attachment 9:	Minimum ground clearance GT3 Cup, type 991 Gen I (MY2013 – 2016)	43
Attachment 10:	Trimming of front underbody	43
Attachment 11:	Aerodynamic devices	44
Attachment 12:	Allowed modifications for all 991 GT3 Cup cars	45
Attachment 13:	Mandatory rework on the fire extinguisher system GT3 Cup, type 991 Gen I.	46
Attachment 14:	Prescribed technical modifications for all Porsche GT3 Cup, type 991 Gen I	50
Attachment 15:	Modification instructions Gen I chassis to Gen II chassis.....	51
Attachment 16:	Mandatory rework, Roll cage padding GT3 Cup, type 991 GEN I.....	56
Attachment 17:	Mandatory rework, GT3 Cup, type 991 GEN I, with a chassis GEN II MY2017	58
Attachment 18:	Recommended rework: Safety Nets	59
Attachment 19:	Mandatory rework: Roll cage padding foot protection foam	59
Attachment 20:	Mandatory rework: Additional driveshaft cooling GT3 Cup, type 991 Gen I	60
Attachment 21:	Recommended rework: Improved protection GT3 Cup, type 991 Gen I	61
Attachment 22:	Mandatory rework GT3 Cup, type 991 Gen II: Air guide plates	61

CLASS 2

5.	Class 2 General Technical Regulations	62
5.1.	Accepted cars	62
5.2.	Principles of the Technical Regulations in accordance with	62
5.3.	Weight	62
5.4.	Ground clearance of vehicle	62
5.5.	Safety equipment	63
5.6.	Fuel circuit	63
6.	Class 2 Specific Technical Regulations, Porsche 911 GT3 Cup S, Type 997, (2008 – 2009)	64
6.1.	General	64
7.	Class 2 Specific Technical Regulations, Porsche 911 GT3 Cup, Type 997 MK II (2010-2013)	64
7.1.	General vehicle description	64
7.2.	Concept:	64
7.3.	Engine	64
7.4.	Exhaust system	64
7.5.	Power transmission (gearbox/differential lock)	65
7.6.	Body/equipment	65
7.7.	Suspension/Chassis	65
7.8.	Brake system	66
7.9.	Rims	66
7.10.	Tyres	66
7.11.	Suspension (chassis)	67
7.12.	Body	67
7.13.	Passenger compartment/cockpit	67
7.14.	Aerodynamic devices	67
7.15.	Electrical equipment	68
7.16.	Lubrication system	68
8.	Class 2 Specific Technical Regulation, Porsche 911 GT3 Cup, type 997 MK I (2005-2009)	69
8.1.	General vehicle description	69
8.2.	Concept	69
8.3.	Engine	69
8.4.	Exhaust system	69
8.5.	Power transmission (gearbox/differential lock)	70
8.6.	Body/equipment	70
8.7.	Suspension/Chassis	70

8.8.	Brake system	71
8.9.	Rims	71
8.10.	Tyres	71
8.11.	Suspension (chassis)	72
8.12.	Body and dimensions	72
8.13.	Aerodynamic aids (rear wing).....	72
8.14.	Electrics.....	73
8.15.	Lubrication system.....	73
9.	Class 2 Attachments	74
Attachment 23:	Minimum ground clearance.....	74
Attachment 24:	Differential lock, ramp angle.....	75
Attachment 25:	Seat adapter/rail mod. for drivers taller than 1,88m.....	76
Attachment 26:	Mod. on Porsche 997 GT3 Cup MY 2010-2011	77
Attachment 27:	Wishbone	77
Attachment 28:	Mandatory rework: Fire extinguisher 'anti-torpedo tab'	78

CLASS 3

10.	Class 3 General Technical regulations	79
10.1.	Accepted cars	79
10.2.	Principles of the Technical Regulations in accordance with	79
10.3.	Weight	80
10.4.	Ground clearance of vehicle	81
11.	Class 3 Special technical Regulations, Porsches with GT4 Homologation.....	82
12.	Class 3 Special technical Regulations, Porsche Cayman GT4 Clubsport, Type 981 (2016) (without GT4 Homologation)	82
13.	Class 3 Special technical Regulations, Porsche 911 Cup, type 996 ('99-'05).....	83
13.1.	Safety equipment	83
13.2.	General vehicle description	83
13.3.	Concept.....	83
13.4.	Engine	84
13.5.	Exhaust system	84
13.6.	Power transmission (gearbox/differential lock)	84
13.7.	Body/equipment.....	85
13.8.	Suspension/Chassis	85
13.9.	Brake system	85
13.10.	Rims	85
13.11.	Tyres	86
13.12.	Suspension (chassis)	86
13.13.	Body.....	86
13.14.	Passenger compartment/cockpit	87
13.15.	Aerodynamic aids (rear wing).....	87
13.16.	Electrics.....	87
13.17.	Lubrication system.....	87
14.	Class 3 Attachments	88
Attachment 29:	Minimum ground clearance GT3 Cup, type 996	88
Attachment 30:	Differential lock, ramp angle GT3 cup, type 996.....	89
Attachment 31:	Fire extinguisher 'anti-torpedo tab':.....	89
Attachment 32:	Minimum ground clearance Cayman GT4 Clubsport (no GT4)	90

CLASS 4

15.	Class 4 General Technical Regulations	91
15.1.	Accepted vehicles	91
15.2.	Technical rules.	91
15.3.	Ground clearance of vehicle	91
15.4.	Safety equipment	91
15.5.	Weight	92



Part A	Porsche Endurance Trophy Benelux General Technical Regulations
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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.

1. 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.

2. 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.



3. Classes

Class 1 <i>Belcar 1 - GT Cup</i>	Porsche 911 GT3 Cup, type 991 Gen II	'17-'18
	Porsche 911 GT3 Cup, type 991 Gen I	'13-'16
Class 2 <i>Belcar 1 - GT Cup</i>	Porsche 911 GT3 Cup S, type 997	'08-'09
	Porsche 911 GT3 Cup, type 997 MK II	'10-'13
	Porsche 911 GT3 Cup, type 997 MK I	'05-'09
Class 3 <i>Belcar 3 & Belcar 3 - GT4</i>	Porsche 911 Cup, type 997 GT4 (base GT3 Cup, Type 997)	'05-'13
	Porsche 911, type 997 GT4 (base GT3 rs, type 997 steet)	'05-'13
	Porsche Cayman Pro4 GT4 (kit 'Prosport Performance')	Homologation
	Porsche Cayman Clubsport GT4 MR (kit 'Manthey Racing')	Homologation
	Porsche 911 Cup, type 996 (<i>Belcar 3</i>)	'99-'05
	Porsche Cayman GT4 Clubsport (without GT4 Homolog.) (<i>Belcar 3</i>)	2016
Class 4 <i>Belcar class, depending on the engine displacement (cc) (built before '97)</i>	Porsche 911, type 964 Cup	'90-'91
	Porsche 911, type 964 Cup	'92-'93
	Porsche 911, type 993 Cup 3.8	'94-'97
	Porsche 944 Turbo Cup	'82-'91
	Porsche 924 up to 2000 cm ³	'76-'85
	Porsche 924S	'86-'88
	Porsche 944 up to 2500 cm ³	'82-'88
	Porsche 944 S2 up to 3000 cm ³	'89-'91
	Porsche 968 up to 3000 cm ³	'92-'95
	Porsche 928 S/GT/GTS up to 5400 cm ³	'78-'95
	Porsche 924 Turbo	'79-'84
	Porsche 944 Turbo	'85-'91
	Porsche (not listed above)	Pré '97

4. Vehicle Identity Passport

According the Belcar Endurance Regulations

5. Drivers safety equipment

According the Belcar Endurance Regulations

6. Vehicle sticker layout

According the Belcar Endurance Regulations

7. Tyres

According the Belcar Endurance Regulations

8. Fuel

8.1. Fuel type, Refuelling, Refuelling installations

According the Belcar Endurance Regulations

8.2. 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.

9. Fire extinguisher

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 vehicle's fire extinguisher must be active.

10. Noise regulations

According the Belcar Endurance Regulations

11. Emission regulations

According the Belcar Endurance Regulations

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

According the Belcar Endurance Regulations

13. Cameras

According the Belcar Endurance Regulations

14. Drinking & driver cooling system:

According the Belcar Endurance Regulations

15. General safety

15.1. 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.

15.2. Fire prevention

According the Belcar Endurance Regulations

16. 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.

16.1. The minimum weight of a vehicle consists of

Weight of the vehicle with empty fuel tank

16.2. 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.

16.3. Leaving the weighing area

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

16.4. 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.

16.5. 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.

16.6. 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.

16.7. 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.

17. 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.

17.1. 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.

17.2. Failure to reach minimum height

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

Part B	Porsche Endurance Trophy Benelux Tech. Regulations per Class
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1. Class 1 General Technical Regulations

In '1. Class 1 General Technical Regulations' are the additional Technical Regulations described valid for the vehicles competing in Class 1 or mentioned otherwise in the specific regulations per vehicle type.

1.1. Accepted cars

- Porsche 911 GT3 Cup, type 991 Gen II ('17-'18)
- Porsche 911 GT3 Cup, type 991 Gen I ('13-'16)

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 - 2018 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.

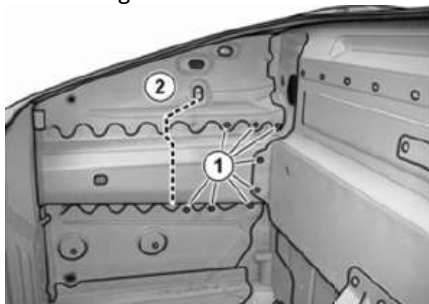
1.2. Principles of the Technical Regulations in accordance with

- 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

1.3. 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.

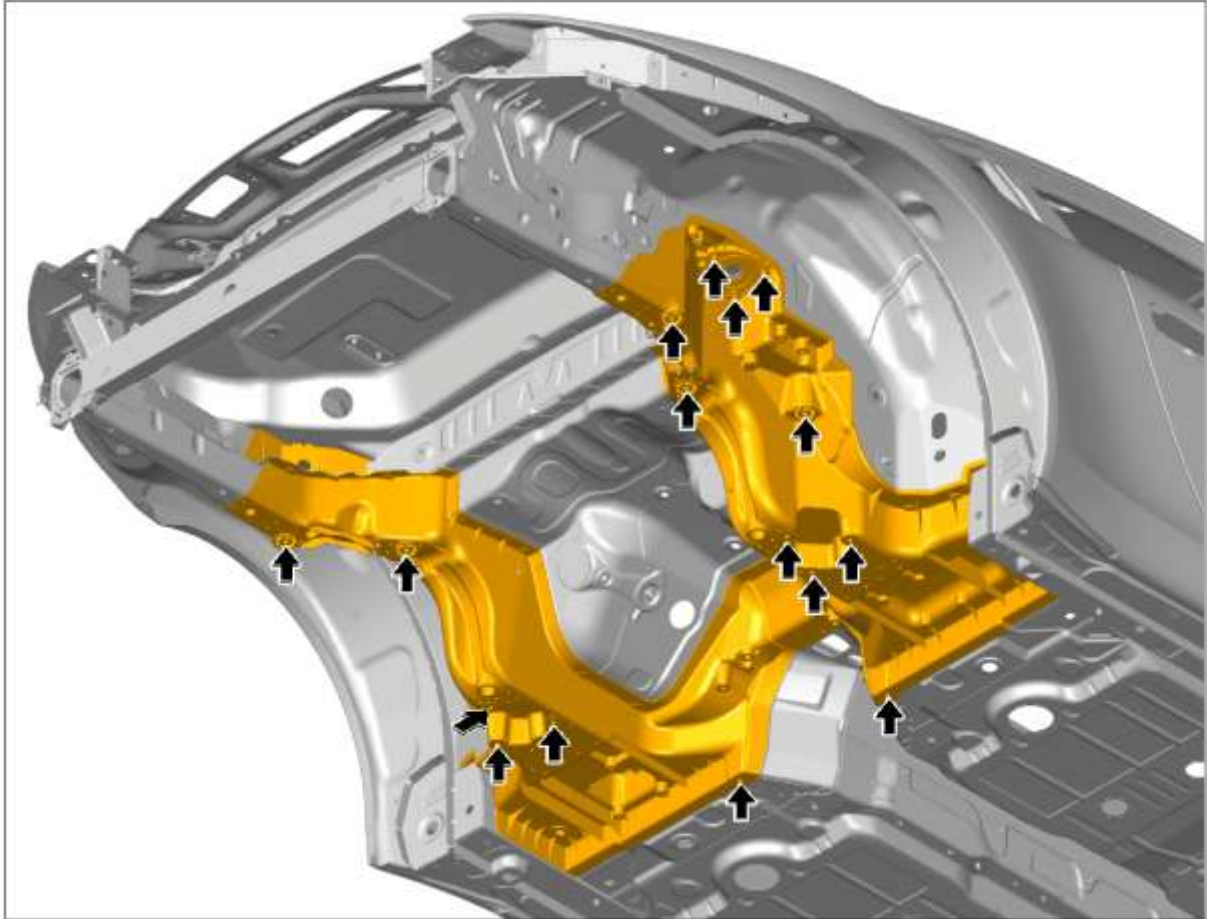
=>The damaged chassis must be replaced by a new one.

- 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.



1.4. Weight

1.4.1. 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 in **Attachment 1**. 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.

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

- Porsche GT3 Cup 991 Gen II (MY 2017-2018): **1235kg**
- Porsche GT3 Cup 991 Gen I (MY 2013-2016): **1225kg**

1.4.3. 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.

1.5. 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.

1.5.1. Min ground clearance (All type 991, MY2013-2016, MY2017-2018):

- 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)

1.5.2. Measuring point

- **Attachment 5:** Minimum ground clearance rear and front axle Porsche GT3 Cup, type 991 Gen II (MY2017 – 2018)
- **Attachment 9:** Minimum ground clearance rear and front axle Porsche GT3 Cup, type 991 Gen I (MY2013 – 2016)

1.5.3. Failure to reach minimum height

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

1.6. Data and Radio transfer

1.6.1. 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 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.

1.7. 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”

1.8. Seals

All Porsche GT3 Cup, type 991 Gen II vehicles must have the factory seals from Porsche AG or from the Porsche GT3 Cup Challenge Benelux mounted on the engine, gearbox and ECU.

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.

For the Porsche GT3 Cup, type 991 Gen I vehicles is 2018 a transitions year, from 2019 all type 991 Cup cars will need all seals described above.

1.9. 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 Motronic electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the Motronic electronic control 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.

2. Class 1 Specific Technical Regulations, **Porsche 911 GT3 Cup, Type 991, Gen II ('17 – '18)**

In '2. Class 1 Specific Technical Regulations, Porsche 911 GT3 Cup, Type 991, Gen II(MY 2017 – 2018)' are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup, Type 991, Gen II(MY 2017 – 2018).

2.1. 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 – 2018 (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.

2.2. General vehicle description

Porsche 911 GT3 Cup (type 991 II), MY 2017 - 2018

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.

2.3. Engine

2.3.1. General description

- 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

2.4. 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.

2.5. **Power transmission (gearbox/differential lock)**

2.5.1. General description

- Porsche six-speed sequential dog-type gearbox
- Sealed (for warranty purposes only)
- 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)

2.5.2. Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (**Attachment 2**). The number of friction plates and the assembly order shall correspond to the image shown in **Attachment 3**, 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)

2.5.3. Transmission emergency function

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

2.6. **Brakes**

2.6.1. General description

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 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
- 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.**

2.7. 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.

2.8. Wheel suspension

2.8.1. 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

2.8.2. 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

2.8.3. 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 (**Attachment 4**). 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.

2.8.4. 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.

2.8.5. 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

2.9. Wheels (flange + rim) and tyres

2.9.1. 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

2.9.2. 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.

2.9.3. Tyres

According to the Belcar Endurance Regulations

Slick tyres:

- Front: 27/65 R 18
- Rear: 31/71 R 18

Rain tyres:

- Front: 27/65 R 18
- Rear: 31/71 R 18

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.

2.10. Bodywork

2.10.1. 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

2.10.2. 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. (Attachment 12)**

2.10.3. 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

2.10.4. Water-based paint:

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

2.10.5. 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).

2.10.6. External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

2.10.7. 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.

2.10.8. 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.

2.10.9. Cockpit

2.10.9.1. 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.

2.10.9.2. Safety Nets

It is highly recommended to use the after sales safety nets as specified in the valid spare parts catalog and mounted complying with the Porsche AG mounting instructions (**Attachment 18**)

2.10.9.3. 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 of **Attachment 6**. 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 (**Attachment 6**), as long as the original padding is not modified or removed. An upholstery of the areas shown in yellow colour on the illustration of **Attachment 6** 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.

2.10.9.4. Roll cage safety padding

All Porsche GT3 Cup, type 991 Gen II vehicles, must be equipped with the mandatory rollcage padding defined in **Attachment 17**.



All Porsche GT3 Cup, type 991 vehicles, must be equipped with the mandatory rollcage padding located in the drivers footwell defined in **Attachment 19** (Pn: 9F0.880.413)

2.10.10. 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).

2.11. 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. Any alteration or amendment outside the above set parameters will render the vehicle non-compliant with the Technical Regulations and may be subject to penalties from the Stewards. For visual clarification (**Attachment 11**).

2.12. Electrical equipment

2.12.1. 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)

2.12.2. 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)

2.13. Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model years 2017-2018 are allowed to be installed. 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.

2.14. 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

2.15. Lubrication system

2.15.1. Engine:

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

2.15.2. 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.

2.16. Mandatory rework:

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) (**Attachment 22**)



3. Class 1 Specific Technical Regulations, **Porsche 911 GT3 Cup, Type 991, Gen I ('13 – '16)**

In '2. Class 1 Specific Technical Regulations, Porsche 911 GT3 Cup, Type 991, Gen I (MY 2013 – 2016)' are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup, Type 991, Gen I (MY 2013 – 2016).

3.1. 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 **Attachment 7**. 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.

3.2. 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 descriptions the entrant shall refer to the respective paragraph of this technical regulations.

3.3. Engine

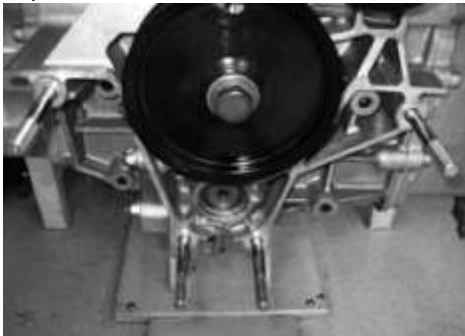
3.3.1. General description

- 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

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



3.4. 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.

3.5. Power transmission (gearbox/differential lock)

3.5.1. General description

- Porsche 6-speed sequential constant-mesh transmission
- Gear ratio:
 - 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)

3.5.2. Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (**Attachment 8**). The number of friction plates and the assembly order shall correspond to the image shown in **Attachment 8**, 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)

3.5.3. 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.

3.6. Brakes

3.6.1. 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:

- 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) (**Attachment 20**)
 - **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*

3.7. 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.



3.8. Wheel suspension

3.8.1. 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

3.8.2. 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

3.8.3. 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 (**Attachment 4**). 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.

3.8.4. 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.

3.8.5. 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

3.8.6. 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.

3.9. Wheels (flange + rim) and tyres

3.9.1. 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

3.9.2. 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.

3.9.3. Tyres

According to the Belcar Endurance Regulations

Slick tyres:

- Front: 27/65 R 18
- Rear: 31/71 R 18

Rain tyres:

- Front: 27/65 R 18
- Rear: 31/71 R 18

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.

3.10. Bodywork and dimensions

3.10.1. 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

3.10.2. Bodyshell protection

It is highly recommended to have the car equipped with the protection plates for the rear cast aluminium sub frame (**Attachment 21**)

3.10.3. 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. (Attachment 12)**

3.10.4. 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

3.10.5. Water-based paint:

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

3.10.6. 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).

3.10.7. External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

3.10.8. 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.

3.10.9. 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

3.10.10. Cockpit

3.10.10.1. 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 of **Attachment 6**. 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 (**Attachment 6**), as long as the original padding is not modified or removed. An upholstery of the areas shown in yellow colour on the illustration of **Attachment 6** 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.

3.10.10.2. 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.

3.10.10.3. Safety Nets

It is highly recommended to equip the cup car with the after sales safety nets 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. (**Attachment 18**)

3.10.10.4. Roll cage safety padding

All Porsche GT3 Cup, type 991 Gen I vehicles, must be equipped with the mandatory rollcage padding defined in **Attachment 16**.

All Porsche GT3 Cup, type 991 Gen I vehicles, with a chassis of a Gen II must be equipped with the mandatory rollcage padding defined in **Attachment 17**.

All Porsche GT3 Cup, type 991 vehicles, must be equipped with the mandatory rollcage padding located in the drivers footwell defined in **Attachment 19** (Pn: 9F0.880.413)

3.10.11. Additional roof hatch accessories

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

3.11. Aerodynamic devices

The original position of the wing section is allowed to be changed within the specified scope for adjustment. Masking the central cooler in horizontal line to regulate the water temperature of the engine is allowed. Masking of the side radiators for additional control of the coolant temperature is only permitted if the centre radiator has already been completely masked. The masking shall be in black, starting from the top to the bottom. One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the headlights, the tail lights, the front wheel covers (9915053668AG2X and 9915053658AG2X), at a 90° angle in relation to the particular gaps that are taped over. Complete masking of the filler flap (99150303400GRV) is also approved. Furthermore, the teams are allowed to tape over the full area of the headlight lenses with transparent tape, without thereby taping over a slot in the bodywork. Apart from that, taping over of slots in the bodywork and openings is not allowed. For visual clarification (**Attachment 11**).

3.12. Electrical equipment

3.12.1. 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

3.12.2. Lighting system

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

3.12.3. Filter cable

All Porsche GT3 Cup, type 991 Gen I vehicles must be equipped with the mandatory Filter cable, described in **Attachment 14**.

3.12.4. Fire extinguisher system

All Porsche GT3 Cup, type 991 Gen I vehicles' fire extinguisher system must be modified as described in **Attachment 13**.



3.13. 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.

3.14. 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

3.15. Lubrication system

3.15.1. Engine:

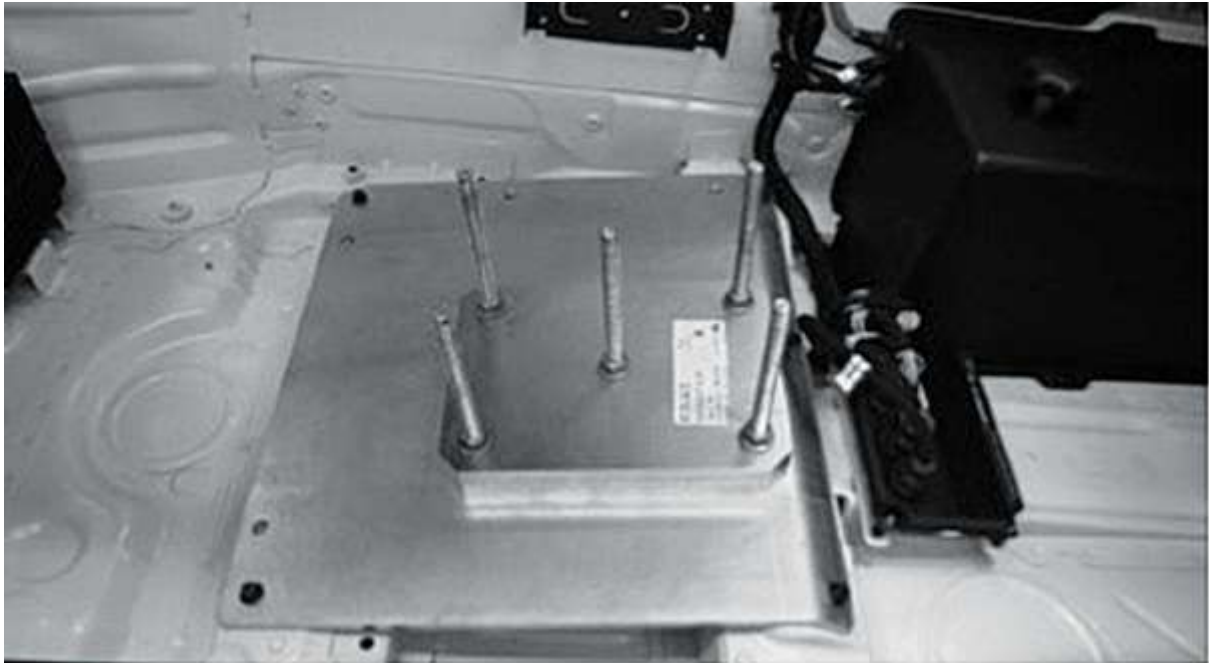
MOBIL1, 0W40 engine oil is recommended. All additives are prohibited.

3.15.2. Transmission:

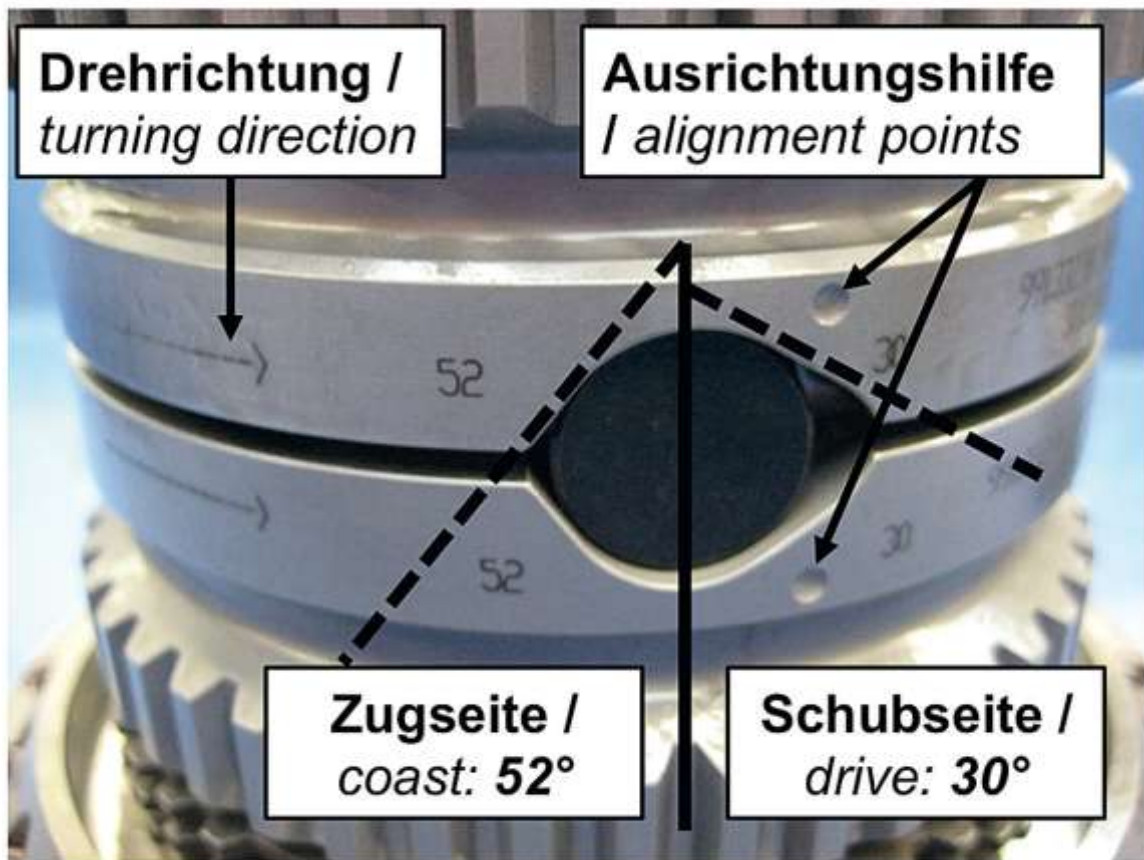
Mobilube, 1SHC 75W-90 transmission oil is recommended. All additives are prohibited. There has to be a minimum of 2.7 liter transmission oil in the gearbox at all times during the event.

4. Class 1 Attachments

Attachment 1: Ballast weights



Attachment 2: Differential lock ramp breakover angle



Attachment 3: Differential design



Tellerfeder / belleville spring
Druckring / disk ring

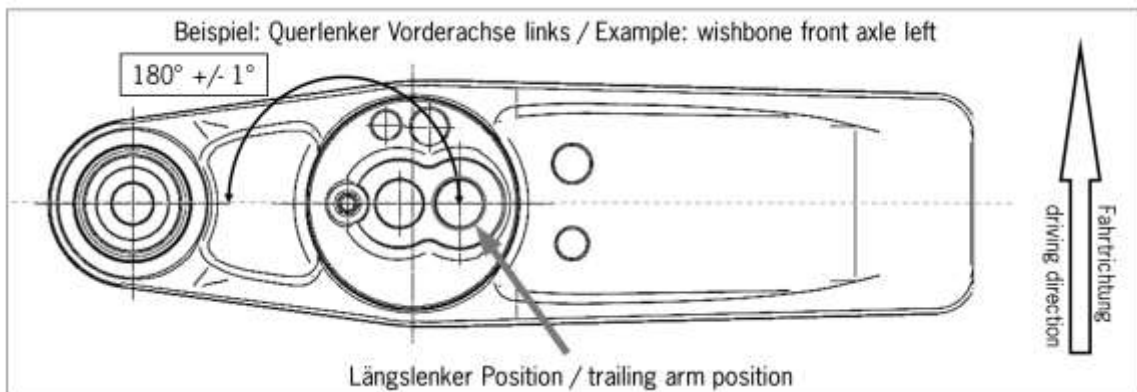
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk

Druckstück / thrust piece
Druckstück / thrust piece

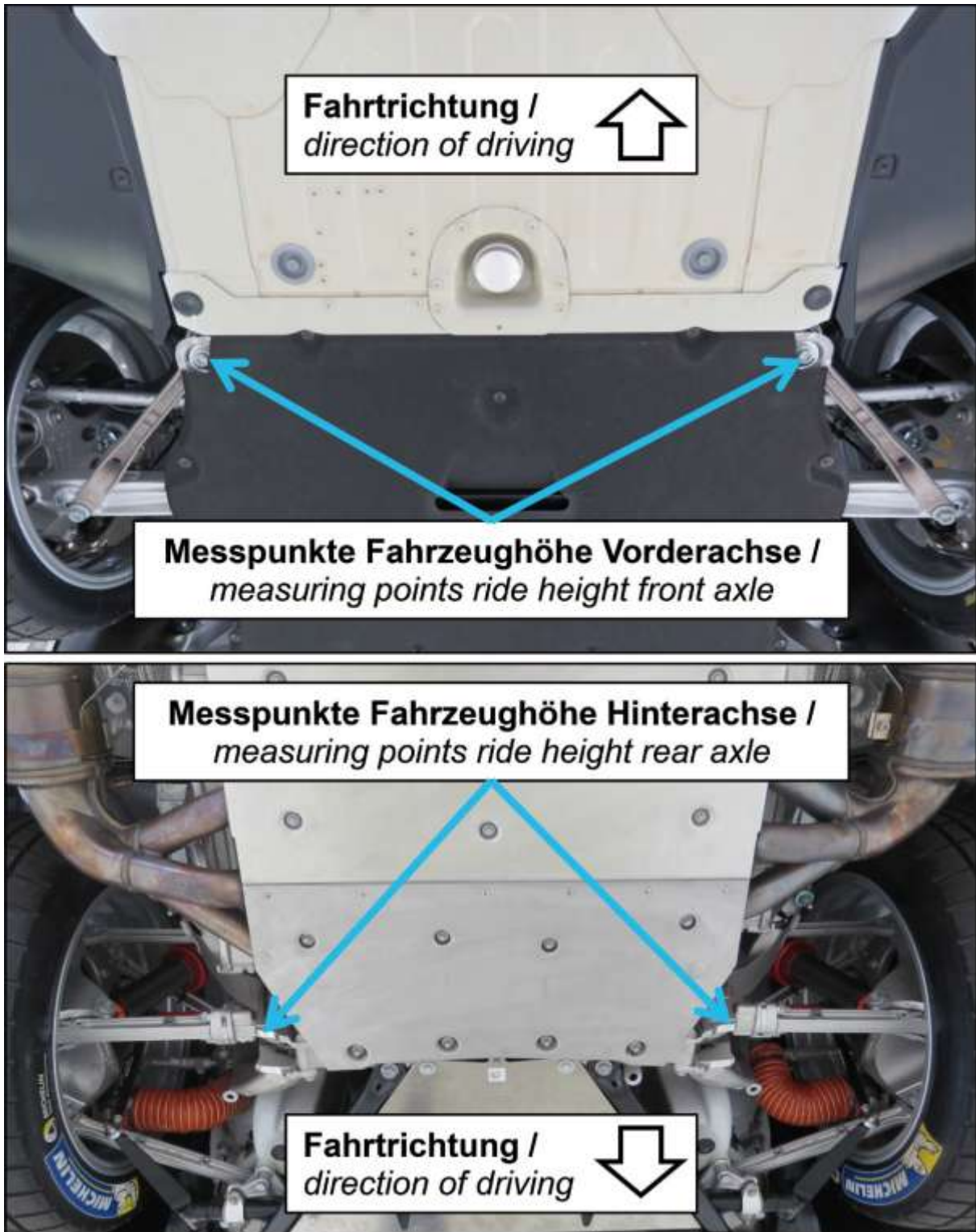
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate

Druckring / disk ring
Tellerfeder / belleville spring

Attachment 4: Control arms



Attachment 5: Minimum ground clearance rear and front axle Porsche GT3 Cup, type 991 Gen II (MY2017 – 2018)

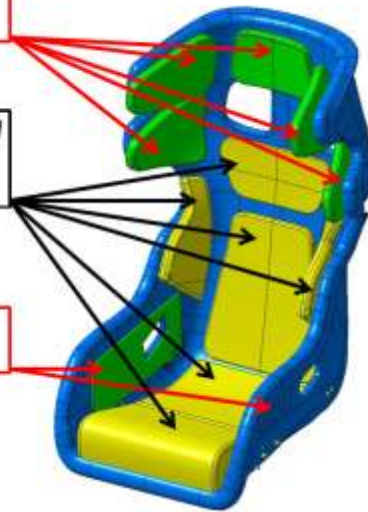


Attachment 6: Seat Padding

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



Attachment 7: Technical mod. GT3 Cup, type 991 Gen I, MY 2013 and MY 2014

Technical modifications of 911 GT3 Cup (type 991), MY 2013 and MY 2014

Prescribed technical modifications on vehicles of model year and status 2013

1. Automatic fuel shut-off valve

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

2. Transmission support

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

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

3. Tie rod

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

4. Rear-axle cross member

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

5. Front and rear brake pads

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

6. Mirrors

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

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

7. Ignition system

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

8. Rain light

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

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

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

9. 150 A alternator

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

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

10. “Megaline” gearshift system

The gearshift system and all components (compressor, valve block, shift cylinder) must be converted from “Shiftec” to “Megaline”,

see the following range of parts:

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

11. Steering gear control line

The control line of the steering gear (991.347.775.8A) must be attached with the following holder:

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

12. Fuel tank

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

the following parts retrofitted:

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

13. Front axle damper

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

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

14. Manifolds with catalytic converter

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



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

15. Rear axle wheel suspension

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

- 2 x 991.333.468.8B Suspension strut spacer ring

16. Differential friction pack

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

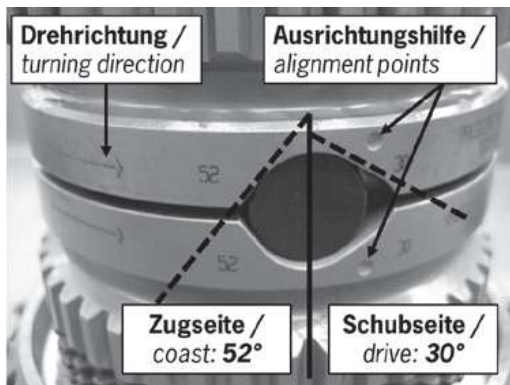
- 6 x 991.332.981.8B Clutch plate 1.4 mm internally toothed

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

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



Attachment 8: Differential lock, ramp angle



Construction MY 2014



Tellerfeder / belleville spring
Druckring / disk ring
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Druckstück / thrust piece
Druckstück / thrust piece
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Druckring / disk ring
Tellerfeder / belleville spring

Construction MY 2013



Tellerfeder / belleville spring
Druckring / disk ring
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Druckstück / thrust piece
Druckstück / thrust piece
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Ausgleichsscheibe / adapting plate
Druckring / disk ring
Tellerfeder / belleville spring
Differentialgehäuseboden / differential housing ground

Attachment 9: Minimum ground clearance rear and front axle GT3 Cup, type 991 Gen I (MY2013 – 2016)



Attachment 10: Trimming of front underbody

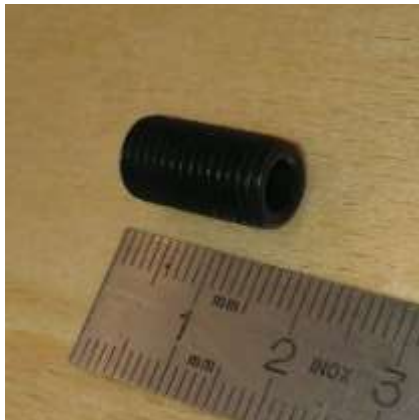


Attachment 11: Aerodynamic devices



Attachment 12: Allowed modifications for all 991 GT3 Cup cars

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 M8x16. You can purchase this item from the Porsche Endurance Trophy Benelux Support team.



Attachment 13: Mandatory rework on the fire extinguisher system GT3 Cup, type 991 Gen I.

Fire extinguishing lines 1

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

Parts list.

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

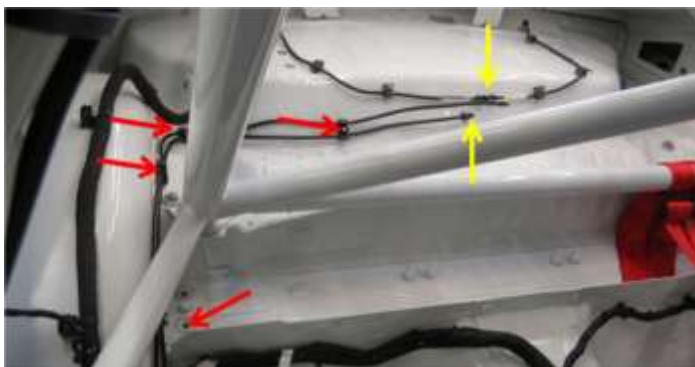
Modification instructions.

Deactivate fire extinguishing system (see technical handbook 911 GT3 Cup Type 991)

Dismount top extinguishing line (supply line centre nozzle engine bay) along sill penal from A-pillar to B-pillar.



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



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



Hinweis

For full function of the fire extinguishing system the lines must not be bend when moving.

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



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



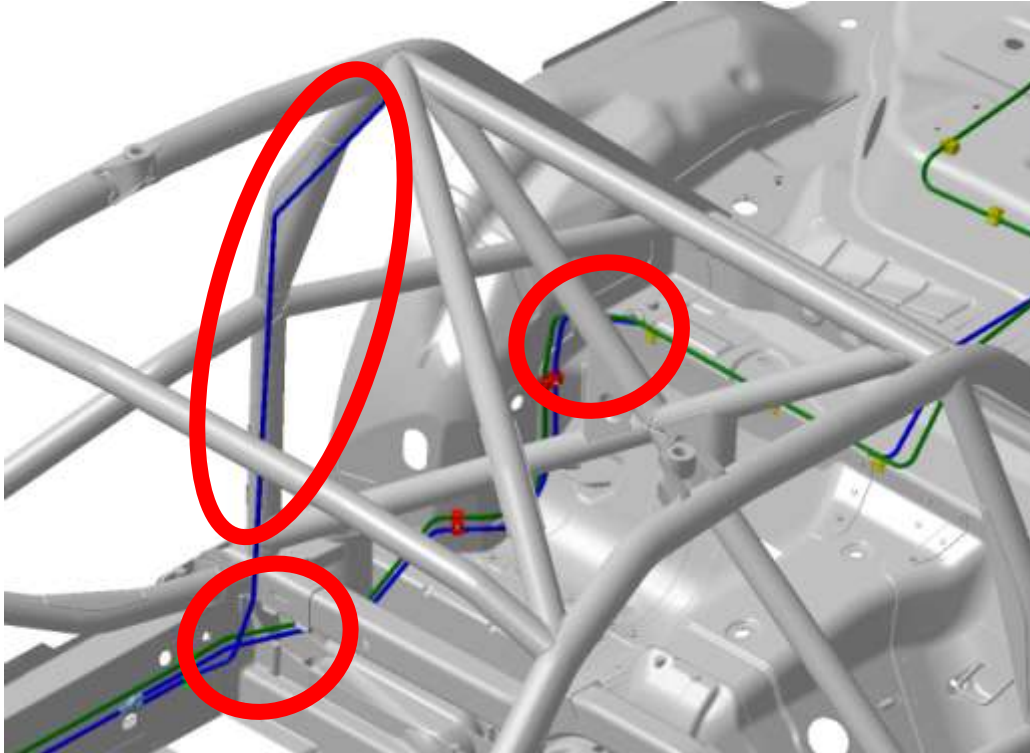
Mount bracket 999.511.257.40 to roll-cage bar and fix the lines. Put end of lines into the centre nozzle and the Y-distributor. Clips in all lines at the wheel housing and the door sill.



Fire extinguishing lines 2

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

Affected area.



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

Modification instructions.

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

Fire extinguisher 'anti-torpedo tab'

All 991 GT3 Cup cars must be equipped with the mandatory bracket for the fire extinguisher. The 'anti-torpedo tab' must be fitted in accordance with FIA Art.253.

Parts list.

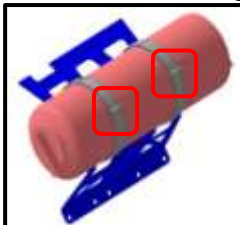
Pos	Part number	Description	Pieces per car
1	9F0.880.909	Additional bracket fire extinguisher	1

Modification instructions.

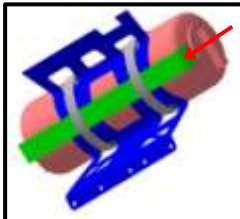
Deactivate fire extinguisher system – switch to 'OFF' position, red LED does NOT glow.



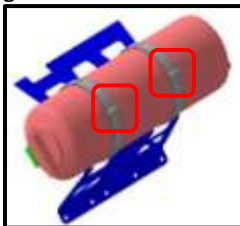
Loosen the fire extinguisher reservoir retaining clamps at the points indicated in the image below. Do NOT remove the fire extinguisher.



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



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



Attachment 14: Prescribed technical modifications for all Porsche GT3 Cup, type 991 Gen I

Filter cable loom

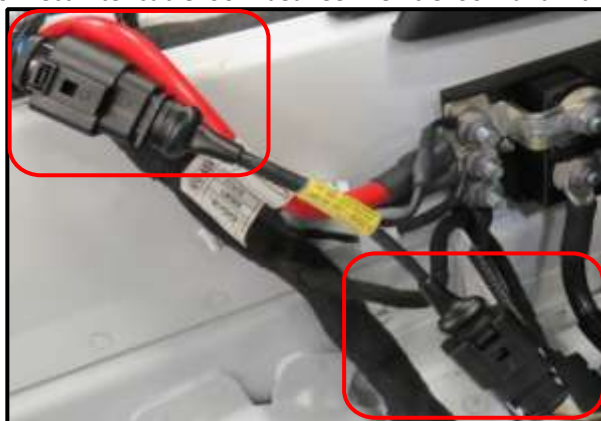
Pos	Part number	Name	Pieces per car
1	991.612.763.8B	Filter cable loom	1

Modifications

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



Connect filter cable loom between vehicle loom and main



relay.

Fix cable loom with cable ties.



Attachment 15: Modification instructions Gen I chassis to Gen II chassis

Porsche 911 GT3 Cup (type 991 GEN I with chassis GEN II):

Chassis 991 GEN II MY2017.

Porsche 911 GT3 Cup cars type 991 GEN I (MY2013 - MY2016) with a chassis of 991 GEN II (MY2017) are allowed to compete. If a competitor is forced to change the chassis of the 991 cup car MY2013-MY2016 due to severe damage. After ordering the new chassis they will receive a chassis of a 991 cup car GEN II MY2017, because the GEN I chassis production is stopped. The competitor will need to repair the car in compliance of the Porsche 991 GT3 Cup MY2013-MY2016 technical regulations in exception for the topics mentioned underneath. The change of GEN I chassis to a GEN II chassis won't increase or decrease the performance of the Cup car. When the competitor presents the car at the scrutineering for inspection it's mandatory to inform the scrutineer about the chassis in case it is a GEN II MY2017 chassis.

Rebuild instructions:

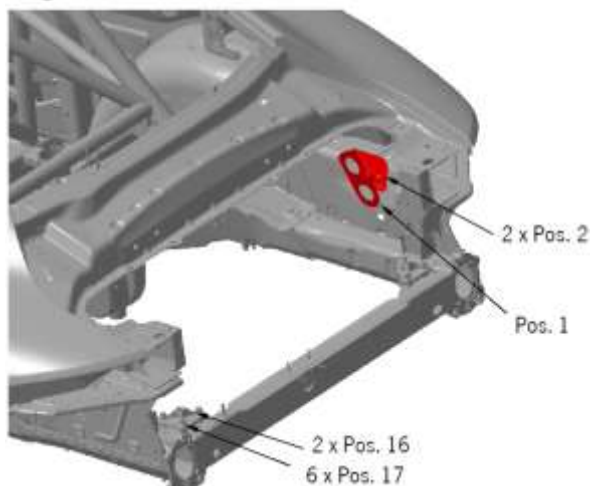
Reference: PA10_0247_911_GT3_Cup_Modification_Instruction_Body-Shell_991-I-and-II_en

Parts list

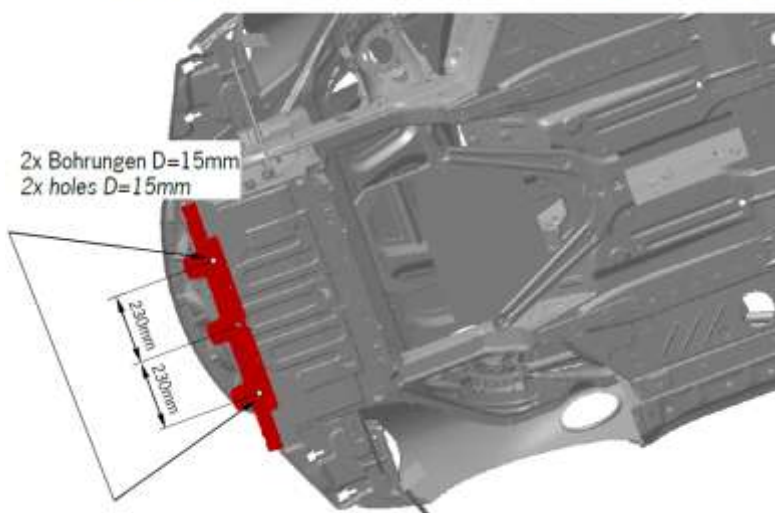
Pos.	Part nr.	Pcs.	Name
1	991.501.979.9A	1x	Bracket engine loom connectors
2	999.190.443.00	2x	Blind rivet 4,8x11,5
3	991.556.711.8B	1x	Insulation engine bay
4	N 91133501	14x	Hex. Combi screw M6x18
5	999.190.501.01	2x	Blind rivet 6,0x17,0
6	8K0611797B	2x	Bracket two-track
7	991.583.201.8D	1x	Air jack line long
8	991.583.205.8D	1x	Air jack line rear
9	991.583.561.8A	1x	T-piece air jack
10	991.583.751.8A	1x	Plug
11	991.580.371.8D	1x	Kit padding roll cage
12	999.080.072.01	1x	Rivet stud M8x26
13	999.651.406.40	5x	Cable tie
14	9R6.612.739.00	1x	Fixation connector small
15	9R6.612.737.00	1x	Fixation connector big
16	9F0813577	2x	Console
17	900.378.055.01	6x	6KT Hex screw AM 8x40
18	9F0817017B C9A	1x	As roof white
19	999.513.076.40	25x	Cable tie 1,5-85
20	999.073.269.09	1x	Pan head screw M5x16

1.2 Instructions

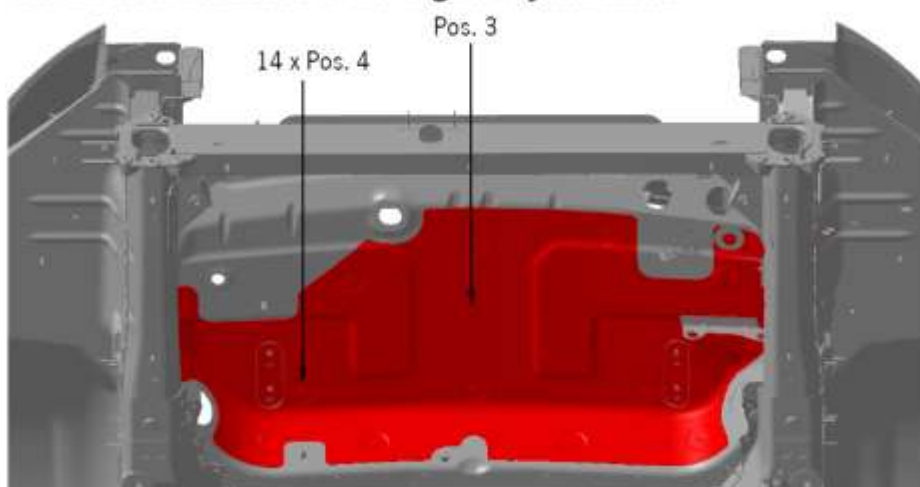
Engine loom bracket



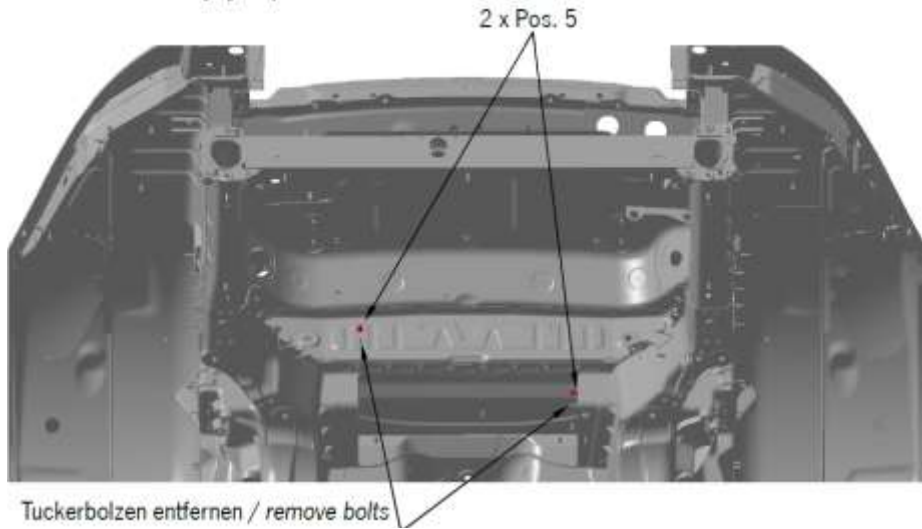
drill 2x holes in cover 991.505.431.8A below holder



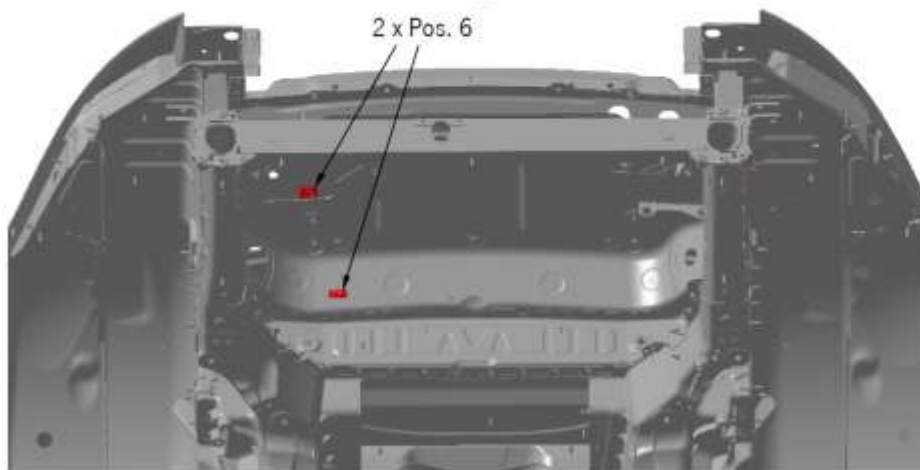
Fix the heat insulation of the engine bay with bolts



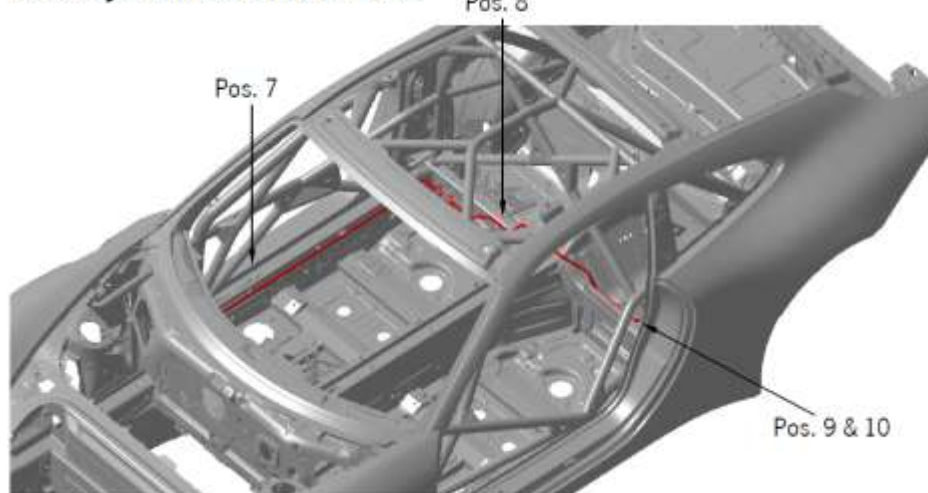
Fixation water pipes, remove tuckerbolts and set new blind rivets



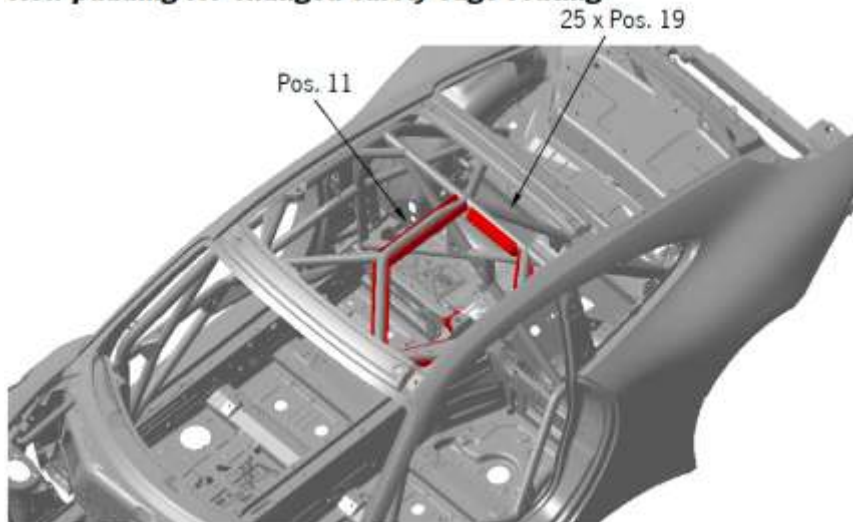
2 x brackets for fuel lines above engine



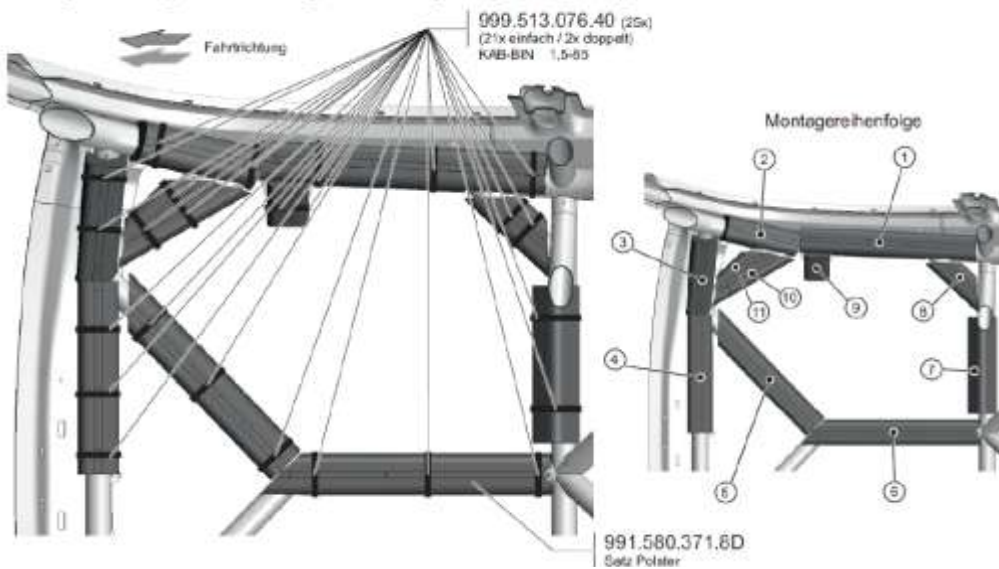
New airjack lines front and rear



New padding for changed safety cage routing



New padding for changed safety cage routing



Throttle pedal and diagnosis plug fixation



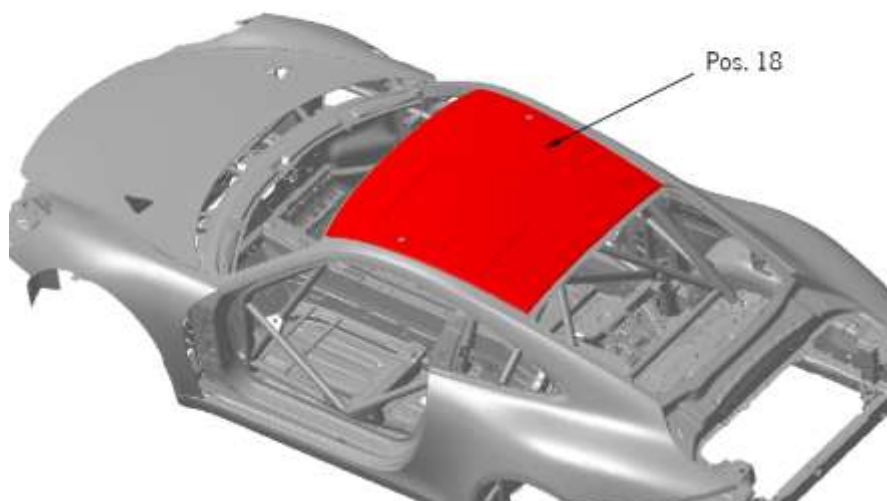
cable loom engine + gearbox



drill out rivets and remove plate

Roof

Roof MY 2013-2016 cannot be fitted with the new body shell due to changed roll cage routing (roof hatch, rescue bar socket), please use roof (9FD.817.017.B FFF) with changed roof hatch position



Fixation Laptrigger



Attachment 16: Mandatory rework, Roll cage padding GT3 Cup, type 991 GEN I

In addition to the Technical Regulations the following is specified for Porsche 911 GT3 Cup (type 991 GEN I, MY2013-MY2016):

Roll cage padding

All 911 GT3 Cup race cars **MUST** be equipped with additional roll cage padding complying with FIA Norm 8857-2001 Type A. This new regulation is mandatory and valid from 01.01.2017. Any car failing to comply with this regulation will be prohibited from competing.

Parts list

Padding according to FIA Norm 8857-2001 Type A.

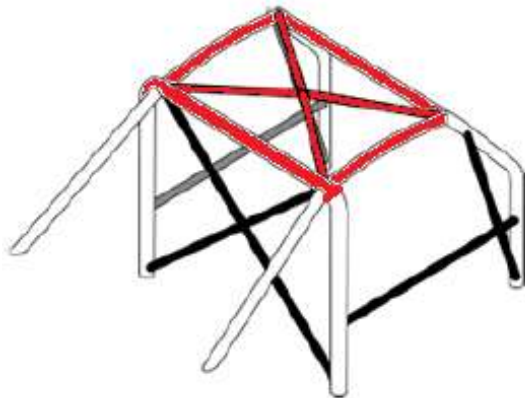
FIA Article 253-8.3.5 (Published 08.12.2016)

Protective padding

Where the occupants' bodies could come into contact with the safety cage, flame retardant padding must be provided for protection. Each padding must be fixed in such a way that it is not moveable from the tube.

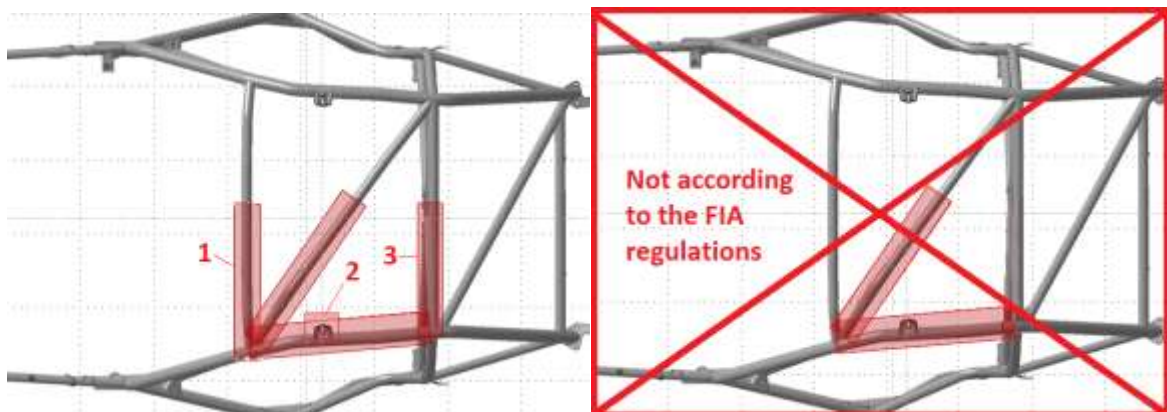
All tubes of the cage identified on Drawing 253-68 and all roof reinforcements must be fitted with paddings in compliance with FIA standard 8857-2001 type A (see Technical List n°23).

Each padding must be fixed in such a way that it is not moveable from the tube.



Installation

The following images show the recommended positions and alignment of the individual padding elements (view from above). Additionally, any protruding cage elements such as recovery lugs and strengthening gussets must be padded. The padding must be fixed rigidly to the roll-cage (e.g. cable ties).





Attachment 17: Mandatory rework, Roll cage padding GT3 Cup, type 991 GEN I, with a chassis GEN II MY2017
Mandatory for all GT3 Cup, type 991 GEN II

Roll cage padding

When changing a 991 GT3 Cup GEN I chassis into a 991 GT3 Cup GEN II chassis (from 11/2016 onwards), all 991 GT3 Cup GEN I) cars with chassis GEN II MUST be equipped with the following roll cage padding (part number: 991.580.371.8D).

This new regulation is mandatory and valid from 01.01.2017. Any car failing to comply with this regulation will be prohibited from competing.

Parts list

Description	Quantity	Part number
Roll cage padding kit	1 set 11 pieces	991.580.371.8D
Cable ties	25 pieces	999.513.076.40

Installation

The roll cage padding should be attached as shown in the image below (view from below).

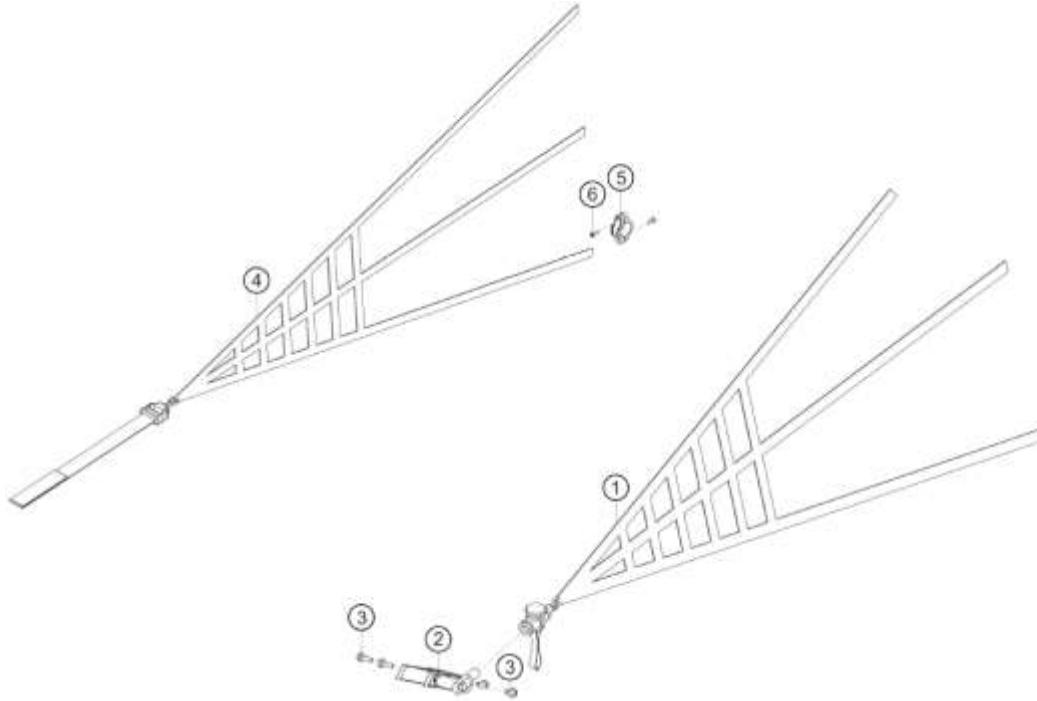


Fasten the padding with cable ties as shown in the image below (view from below)



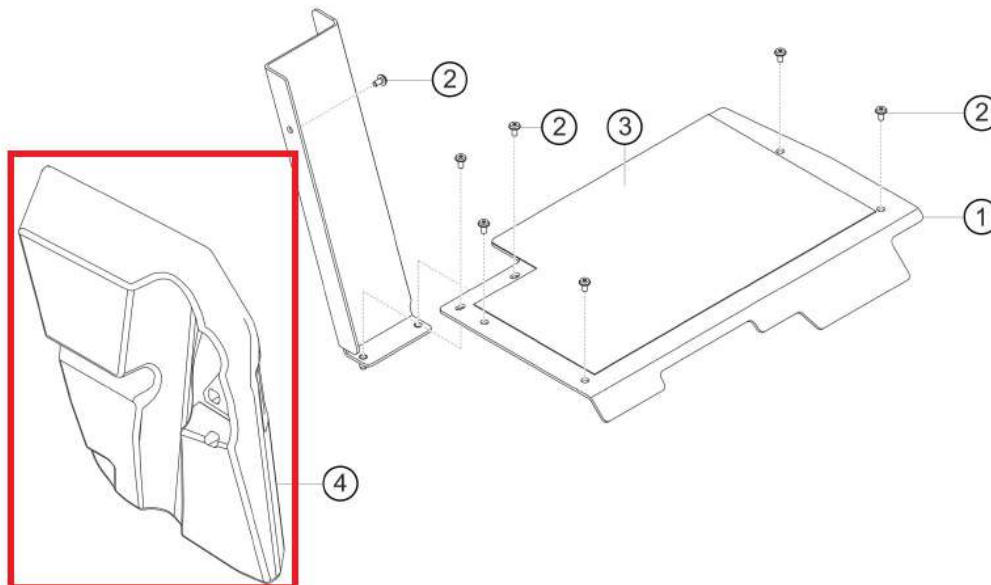
Attachment 18: Recommended rework: Safety Nets

It is strongly recommended that all GT3 Cup, type 991 Gen I + Gen II are equipped with the aftermarket safety nets shown underneath. It should be mounted as described in the is the technical manual of the Porsche GT3 Cup, type 991 Gen II (MY2017 – 2018). For the GEN II both nets are recommended, for the GEN I only the left side is recommended.

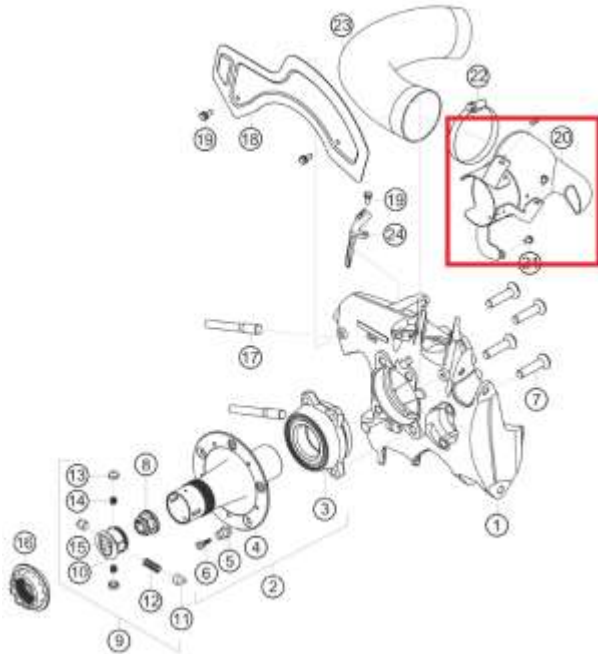


Attachment 19: Mandatory rework: Roll cage padding foot protection foam

All GT3 Cup, type 991 Gen I + Gen II must be equipped with the mandatory rollcage padding mounted in the driver footwell shown underneath. It must be mounted as described in the is the technical manual of the Porsche GT3 Cup, type 991 Gen II (MY2017 – 2018). (Pn: 9F0.880.413)

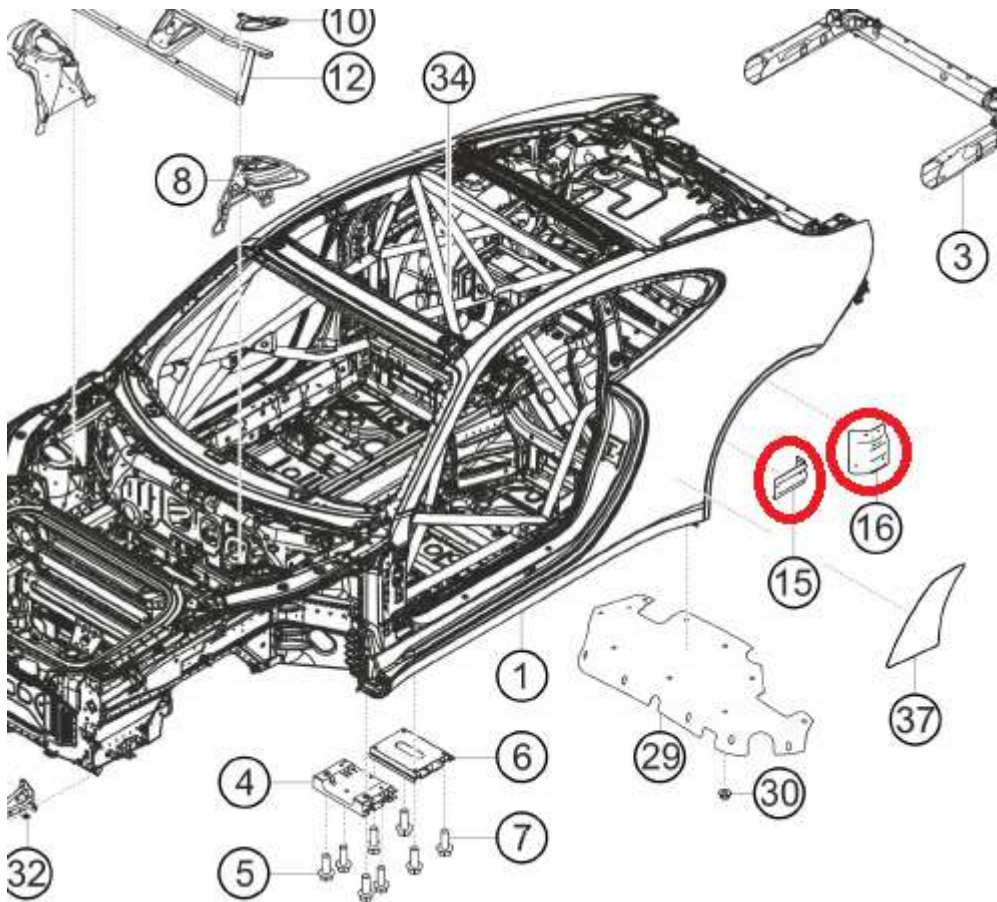


Attachment 20: Mandatory rework: Additional driveshaft cooling on outside joint for the GT3 Cup, type 991 Gen I
(PN: 9915753348A, 9915753338A)



Attachment 21: Recommended rework: Improved protection for rear cast aluminium sub frame for the GT3 Cup, type 991 Gen I

(Pn: 9915803168A, 9915803158A, 9915803188A, 9915803178A)



Attachment 22: Mandatory rework GT3 Cup, type 991 Gen II: Air guide plates front wheel arch lining



5. Class 2 General Technical Regulations

In '5. Class 2 General Technical Regulations' are the additional Technical Regulations described valid for the vehicles competing in Class 2 or mentioned otherwise in the specific regulations per vehicle type.

5.1. Accepted cars

- Porsche 911 GT3 Cup S, type 997 ('08-'09)
- Porsche 911 GT3 Cup, type 997 MK II ('10-'13)
- Porsche 911 GT3 Cup, type 997 MK I ('05-'09)

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

5.2. 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

5.3. Weight

5.3.1. 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.

5.3.2. The mandatory minimum vehicle weight

- | | |
|--|---------------|
| • Porsche 911 GT3 Cup S, type 997 ('08-'09) (According Homologation) | 1160kg |
| • Porsche 911 GT3 Cup, type 997 MK II ('10-'13) | 1160kg |
| • Porsche 911 GT3 Cup, type 997 MK I ('05-'09) | 1150kg |

5.4. Ground clearance of vehicle

5.4.1. Porsche 911 GT3 Cup S, type 997 ('08-'09)

According homologation. (Tyres at 1.5bar (± 0.1 bar), no driver, no fuel)

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

5.4.2. Porsche 911 GT3 Cup, type 997 MK I & MK II

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 (**Attachment 23**).

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



5.5. 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.

5.5.1. Roll cage

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

5.5.2. 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 (Attachment 28)

5.5.3. 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.

5.5.4. Seat

A valid FIA homologation seat need to be used.

5.5.5. Safety belts

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

5.5.6. Circuit breaker

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

5.6. 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

6. Class 2 Specific Technical Regulations, **Porsche 911 GT3 Cup S, Type 997 ('08 – '09)**

In '6. Class 2 Specific Technical Regulations, Porsche 911 GT3 Cup S, Type 997, (MY 2008 – 2009)' are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup S, Type 997, (MY 2008 – 2009).

6.1. General

According the General Technical Regulations of the Porsche Endurance trophy Benelux, the homologation certificate and Spare Parts Catalog of the corresponding vehicle.

7. Class 2 Specific Technical Regulations, **Porsche 911 GT3 Cup, type 997 MK II ('10 – '13)**

In '7. Class 2 Specific Technical Regulations, Porsche 911 GT3 Cup, type 997 MK II (2010-2013)' are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup, Type 997, MK II (MY 2010 – 2013).

7.1. General vehicle description

Porsche 911 GT3 Cup (Type 997), Year of manufacturing 2010-11-12-13 including the required modifications in accordance to **Attachment 26**.

7.2. Concept:

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

7.3. Engine

7.3.1. General description

- 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.**

7.4. 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.**

7.5. Power transmission (gearbox/differential lock)

7.5.1. General description

- Six-speed sequential dog-type gearbox

7.5.2. 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.

7.6. 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

7.7. 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)

7.8. **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.**

7.9. **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.

7.10. **Tyres**

According the Belcar Endurance Regulations

Slick tyres:

- Front: 25-64-18
- Rear: 30/68/18

Rain tyres:

- Front: 25-64-18
- Rear: 30/68/18

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.

7.11. Suspension (chassis)

7.11.1. 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
(Attachment 27) The wheel base must be 2353mm +/- 10mm

7.11.2. 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.

7.11.3. Shock absorbers/springs

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

7.12. Body

7.12.1. Body, exterior (including windows)

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.

7.12.2. 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

7.12.3. Side window:

Part No. 997.543.011.9D, 997.543.012.9D

7.12.4. Rear window:

Part No. 997.545.111.92

7.12.5. Front lip

Part No. 997.505.557.92

7.13. Passenger compartment/cockpit

7.13.1. Seat

The seat can be adjusted by removing or adding upholstery. The original mounting (seat rail and bracket) may be retained. Changes require the consent of Porsche AG. An XL seat may optionally be used. The use of modified original seat brackets according to **Attachment 25** 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.

7.13.2. 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.

7.14. Aerodynamic devices

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



7.15. 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

7.15.1. 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.

7.16. Lubrication system

7.16.1. Engine:

MOBIL1 engine oil is recommended. All additives are prohibited.

7.16.2. Gearbox:

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



8. Class 2 Specific Technical Regulation, **Porsche 911 GT3 Cup, type 997 MK I ('05 – '09)**

In '9. Class 2 Specific Technical Regulations, Porsche 911 GT3 Cup, type 997 MK I (2005-2009)' are the additional Technical Regulations described only valid for the Porsche 911 GT3 Cup, Type 997, MK I (MY 2005 – 2009).

8.1. General vehicle description

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

8.2. Concept

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

8.3. Engine

8.3.1. 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.**

8.4. 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.**

8.5. Power transmission (gearbox/differential lock)

8.5.1. General description

- Six-speed sequential dog-type gearbox

8.5.2. 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.

8.6. Body/equipment

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

8.7. Suspension/Chassis

Front axle

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

Rear axle

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

8.8. **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.**

8.9. **Rims**

Front axle

- Three-piece BBS centre-lock aluminium rims (9 J x 18), rim offset 43

Rear axle

- Three-piece BBS centre-lock aluminium rims (11 J x 18), rim offset 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.**

8.10. **Tyres**

According the Belcar Endurance Regulations

Slick tyres:

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

Rain tyres:

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

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.

8.11. Suspension (chassis)

8.11.1. 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 semi-trailing arms in the front control arms must be left in the position in which they are delivered (shortest wheelbase). (Mid-position is not permitted.) The wheel-side bearing points of the rear control arms must be left in the mid-position as delivered and must not be rotated. The wheel base must be 2355mm +/- 10mm

8.11.2. Anti-roll bars

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

8.11.3. Shock absorbers/springs

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

8.12. Body and dimensions

8.12.1. Body, exterior (including windows)

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.

8.12.2. 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.

8.12.3. Side window:

Part No. 997.543.011.9D, 997.543.012.9D

8.12.4. Rear window:

Part No. 997.545.111.92

8.12.5. Front lip open

Part No. 997.505.983.91

8.13. 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.

8.14. Electrics

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

8.14.1. Engine Electronic Control Unit

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.

8.15. Lubrication system

8.15.1. Engine

MOBIL1 engine oil is recommended. All additives are prohibited.

8.15.2. Gearbox

Mobilube 1 SHC 75W-90 transmission oil is recommended. All additives are prohibited. There has to be a minimum of 3.3 litre transmission oil in the gearbox at all times during the events.

9. Class 2 Attachments

Attachment 23: Minimum ground clearance

Rear axle:

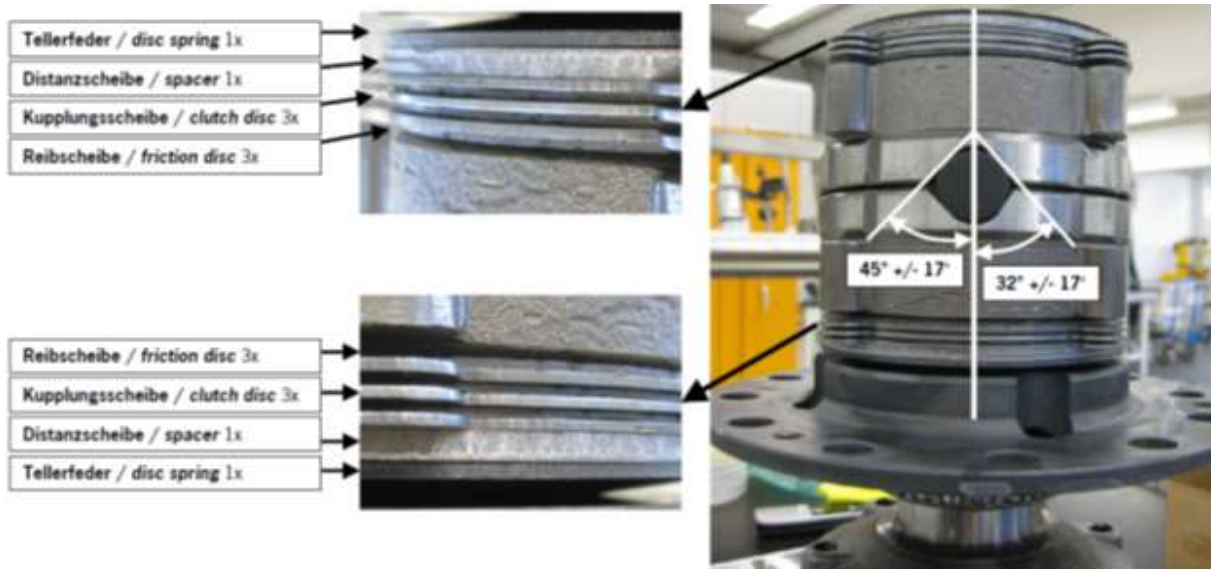


Front axle:



Attachment 24: Differential lock, ramp angle

Porsche 911 GT3 Cup, type 997 MKII (2010-2013)



Porsche 911 GT3 Cup, type 997 MKI1 (2005-2009)



Attachment 25: Seat adapter/rail mod. for drivers taller than 1,88m



Seat rail positioning as used to date in Cup



Right and left seat rails swapped



Seat rails and seat adapters fitted as previously in Cup



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

Attachment 26: Mod. on Porsche 997 GT3 Cup MY 2010-2011

Rear underbody gearbox

The rear underbody panel gearbox must be replaced by the optimized version 2012

New part number: 997.504.429.91

Gear ratio

The gear ratio of the 4th gear(20/28) and the 5th gear(23/26) must be changed as follows:

New part numbers: 4th gear 997.302.964.8J

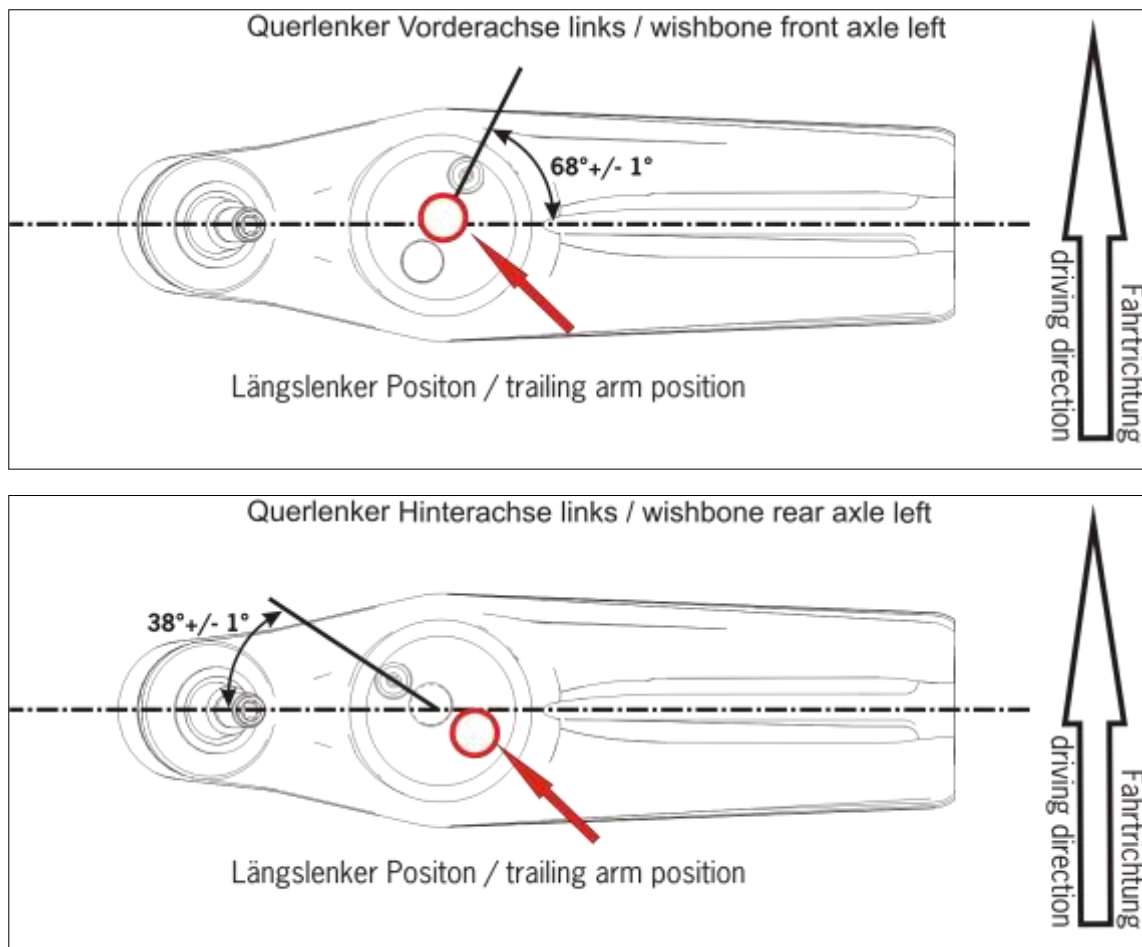
5th gear 997.302.966.8N

Plate for underbody

An underbody plate to protect the fuel tank has to be mounted.

New part number: 997.504.927.9H.

Attachment 27: Wishbone

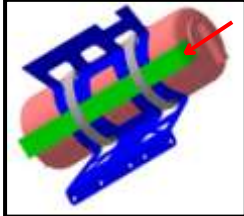


Attachment 28: Mandatory rework: Fire extinguisher ‘anti-torpedo tab’

All 997 GT3 Cup cars must be equipped with the additional bracket for the fire extinguisher. The ‘anti-torpedo tab’ must be fitted in accordance with FIA Art.253.

Additional bracket fire extinguisher : Prat Nr.: 9F0.880.909

Insert the additional bracket between the retaining clamps and underside of the reservoir mounting bracket as shown in the image below.



10. Class 3 General Technical regulations

In '10. Class 3 General Technical Regulations' are the additional Technical Regulations described valid for the vehicles competing in Class 3 or mentioned otherwise in the specific regulations per vehicle type.

10.1. Accepted cars

- | | | |
|--|------------------|------------|
| • Porsche 911 Cup,
=>(base GT3 Cup, Type 997) | type 997 GT4 | ('05-'13) |
| • Porsche 911,
=>(base GT3 rs, type 997 street) | type 997 GT4 | ('05-'13) |
| • Porsche Cayman Pro4 GT4
=>(Kit Prosport Performance) | (type: Homolog.) | (Homolog.) |
| • Porsche Cayman Clubsport GT4 MR
=>(Kit Manthey Racing) | (type: Homolog.) | (Homolog.) |
| • Porsche 911 GT3 Cup, | type 996 | ('99-'05) |
| • Porsche Cayman GT4 Clubsport
=>(without GT4 Homologation) | type 981 | ('16) |

All vehicles competing in Class 3, must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full.

10.2. 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
- GT4 Homologation, if it applies, depending on the vehicle



10.3. Weight

10.3.1. **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.

10.3.2. **The mandatory minimum vehicle weight**

- | | |
|--|-------------------------|
| • Porsche 911 Cup, type 997 GT4 ('05-'13)
=>(base GT3 Cup, Type 997) | GT4 Homologation |
| • Porsche 911, type 997 GT4 ('05-'13)
=>(base GT3 rs, type 997 street) | GT4 Homologation |
| • Porsche Cayman Pro4 GT4,
=>(Kit Prosport Performance) | GT4 Homologation |
| • Porsche Cayman Clubsport GT4 MR, type 981 ('16)
=>(Kit Manthey Racing) | GT4 Homologation |
| • Porsche 911 GT3 Cup, type 996 ('99-'05) | 1140kg |
| • Porsche Cayman GT4 Clubsport, type 981 ('16)
=>(without GT4 Homologation) | 1290kg |

10.4. Ground clearance of vehicle

- Porsche 911 Cup, type 997 GT4 ('05-'13)
=>(base GT3 Cup, Type 997)

GT4 Homologation

- Porsche 911, type 997 GT4 ('05-'13)
=>(base GT3 rs, type 997 street)

GT4 Homologation

- Porsche Cayman Pro4 GT4,
=>(Kit Prosport Performance)

GT4 Homologation

- Porsche Cayman Clubsport GT4 MR, type 981 ('16)
=>(Kit Manthey Racing)

GT4 Homologation

- Porsche 911 GT3 Cup, type 996 ('99-'05)

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 80,0 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 (M10x30) of clamp for roll bar bearing 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. (**Attachment 29**).

Front:	80,0 mm	(tyres pressure at 2.0 bar ± 0.1 bar)
Rear:	100,0 mm	(tyres pressure at 2.0 bar ± 0.1 bar)

- Porsche Cayman GT4 Clubsport, type 981 ('16)
=>(without GT4 Homologation)

The minimum ground clearance of the vehicle, without the driver in the vehicle, tyres at 1.5 bar ± 0.1 bar air pressure, no fuel, must not be less than the specified dimension, as measured at the specified measuring points. The ground clearance is allowed to be changed within the existing adjustment range. The measuring procedure is done the same way as the mentioned on the GT4 Homologation certificate of a Porsche Cayman Clubsport GT4 MR, type 981 ('16) (**Attachment 32**).

Front:	75,0 mm	(tyres pressure at 1.5 bar ± 0.1 bar)
Rear:	94,0 mm	(tyres pressure at 1.5 bar ± 0.1 bar)

11. Class 3 Special technical Regulations, **Porsches with GT4 Homologation**

In '11. Class 3 Special technical Regulations, Porsches with GT4 Homologation' are the additional Technical Regulations described only valid for the Porsches with a GT4 Homologation.

The GT4 Homologation and Spare Parts Catalog of the eligible vehicle count as the Technical Regulation. As stated in the 'Principles of the Technical Regulations in accordance with'. Changes regarding the GT4 Homologation could be enforce during the season for example due to a Balance Of Performance (BOP).

12. Class 3 Special technical Regulations, **Porsche Cayman GT4 Clubsport, type 981 ('16)** **(without GT4 Homologation)**

In '12. Class 3 Special technical Regulations, Porsches Cayman GT4 Clubsport, type 981 (2016) (without GT4 Homologation)' are the additional Technical Regulations described only valid for the Porsche Cayman GT4 Clubsport, type 981 (2016).

The Parts Catalog of the eligible vehicle count as the Technical Regulation. As stated in the 'Principles of the Technical Regulations in accordance with'. Any change or modification in context of endurance racing must be requested in written to the RACB before the actual modifications. Only after a written confirmation of the RACB the car may be modified as described by the RACB. The RACB has the right to reject a request to modification for any reason.

13. Class 3 Special technical Regulations, **Porsche 911 Cup, type 996 ('99 – '05)**

In '13. Class 3 Special technical Regulations, Porsches 911 Cup, type 996 (1999-2005)' are the additional Technical Regulations described only valid for the Porsche 911 Cup, type 996 (1999-2005).

13.1. 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.

13.1.1. 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.

13.1.2. 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 (Attachment 31)

13.1.3. 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.

13.1.4. Seat

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

13.1.5. 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.

13.1.6. Circuit breaker

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

13.2. General vehicle description

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

13.3. Concept

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

13.4. 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.**

13.5. 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.**

13.6. Power transmission (gearbox/differential lock)

13.6.1. General description

- Six-speed manual gearbox

13.6.2. 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.**

13.7. 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

13.8. 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)

13.9. Brake system

The Porsche 996 cup has a ABS 5 unit.

Front axle

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

Rear axle

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

Remarks:

- **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.**

13.10. 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.**



13.11. Tyres

According the Belcar Endurance Regulations

Slick tyres:

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

Rain tyres:

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

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.

13.12. Suspension (chassis)

13.12.1. 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 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.

13.12.2. 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.

13.12.3. Shock absorbers/springs

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

13.13. Body

13.13.1. 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.

13.13.2. 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.

13.14. Passenger compartment/cockpit

13.14.1. 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.

13.14.2. 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.

13.15. Aerodynamic aids (rear wing)

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

13.16. Electrics

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

13.16.1. Electrical equipment

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.

13.17. Lubrication system

13.17.1. Engine

MOBIL1 engine oil is recommended. All additives are prohibited.

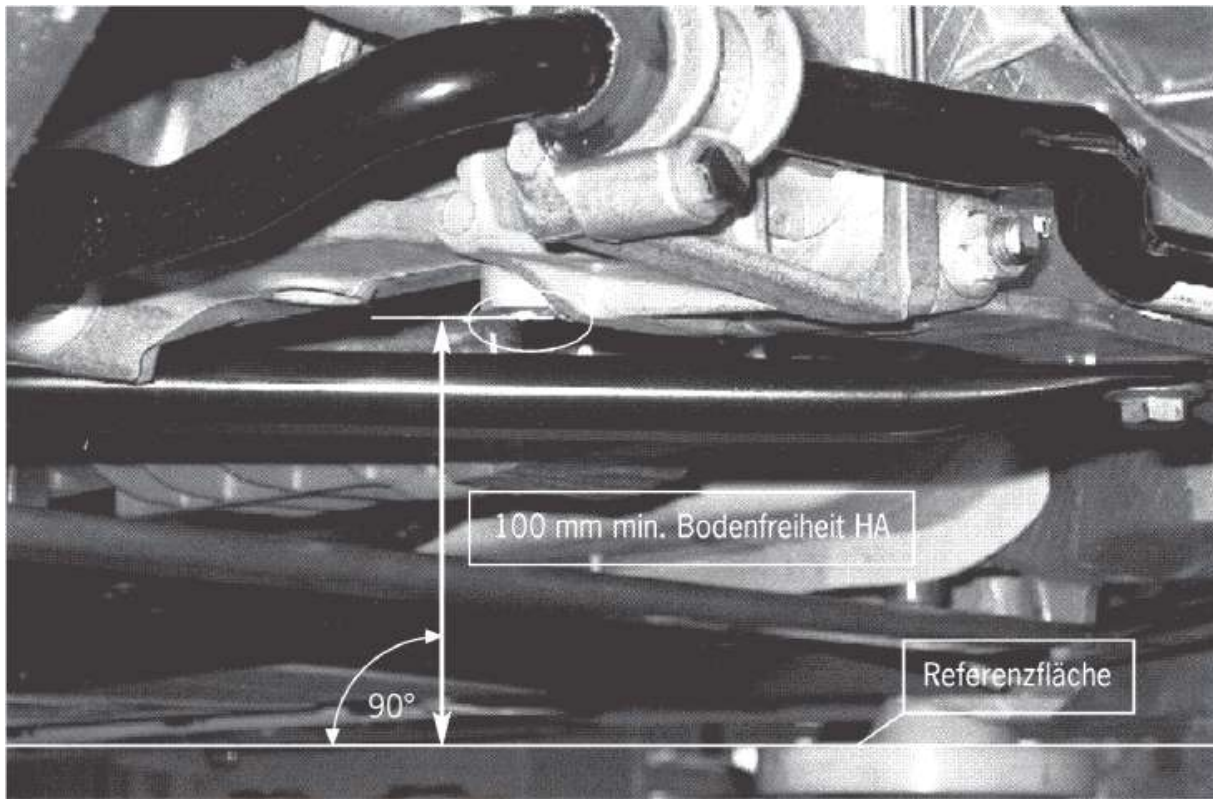
13.17.2. Gearbox

Mobilube 1 SHC 75W-90 transmission oil is recommended. All additives are prohibited. There has to be a minimum of 3.3 litre transmission oil in the gearbox at all times during the event.

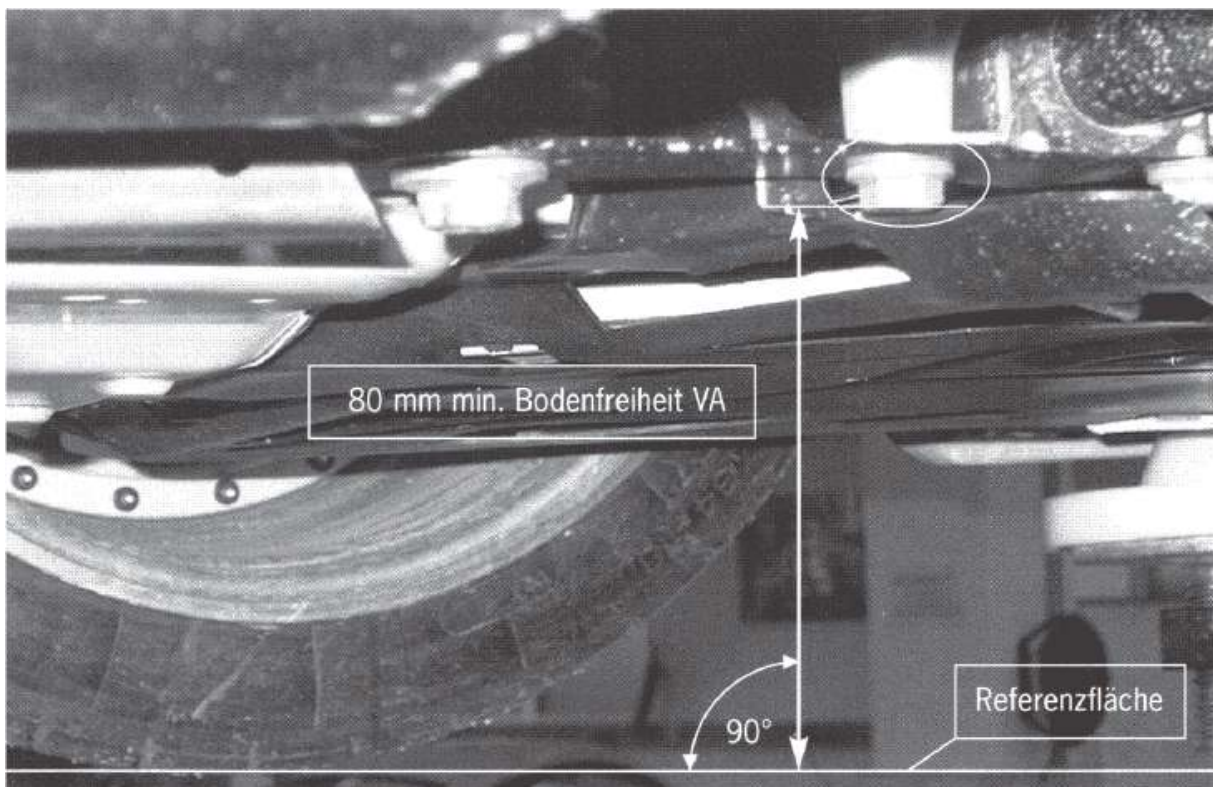
14. Class 3 Attachments

Attachment 29: Minimum ground clearance GT3 Cup, type 996

Rear axle:



Rear axle:



Attachment 30: Differential lock, ramp angle GT3 cup, type 996.

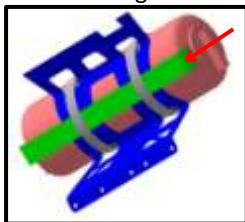


Attachment 31: Fire extinguisher 'anti-torpedo tab':

All 996 GT3 Cup cars must be equipped with the additional bracket for the fire extinguisher. The 'anti-torpedo tab' must be fitted in accordance with FIA Art.253.

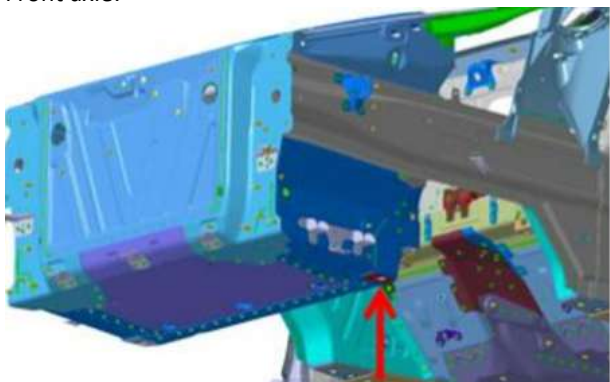
Additional bracket fire extinguisher : Prat Nr.: 9F0.880.909

Insert the additional bracket between the retaining clamps and underside of the reservoir mounting bracket as shown in the image below.

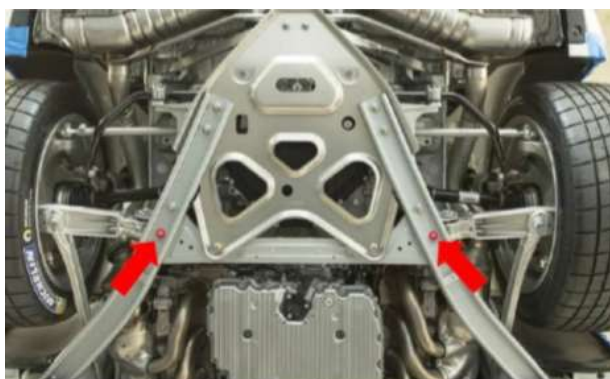
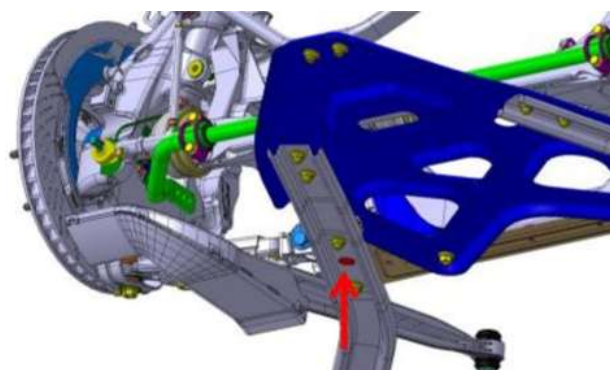


Attachment 32: Minimum ground clearance Porsche Cayman GT4 Clubsport (without GT4 Homologation)

Front axle:



Rear axle:



15. Class 4 General Technical Regulations

15.1. 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 944 Turbo Cup '82-'91
- Porsche 924 up to 2000 cm³ '76-'85
- Porsche 924S '86-'88
- Porsche 944 up to 2500 cm³ '82-'88
- Porsche 944 S2 up to 3000 cm³ '89-'91
- Porsche 968 up to 3000 cm³ '92-'95
- Porsche 928 S/GT/GTS up to 5400 cm³ '78-'95
- Porsche 924 Turbo '79-'84
- Porsche 944 Turbo '85-'91
- Porsche (not listed above) pré '97

15.2. Technical rules.

According Belcar Endurance Regulations. In addition a mandatory minimum vehicle weight is listed underneath. A minimum ground clearance does not apply.

15.3. Ground clearance of vehicle

N/A

15.4. Safety equipment

According the Belcar Endurance Regulations

15.5. Weight

15.5.1. **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.

15.5.2. **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 944 Turbo Cup, '82-'91	1100kg
• Porsche 924 up to 2000 cm ³ , '76-'88	900kg
• Porsche 924S, '76-'88	1000kg
• Porsche 944 up to 2500 cm ³ , '82-'91	1000kg
• Porsche 944 S2 up to 3000 cm ³ , '82-'91	1060kg
• Porsche 968 up to 3000 cm ³ , '92-'95	1080kg
• Porsche 928 S/GT/GTS up to 5400 cm ³ , '77-'95	1400kg
• Porsche 924 Turbo, '76-'88	1150kg
• Porsche 944 Turbo, '82-'91	1150kg
• Porsche (not listed above) pré '97	1130kg

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.