



Pirelli  
GT3 CUP TROPHY  
USA

Technical Regulations  
V14.1

This is an important document. All Participants should read these Regulations before completing the relevant entry form. Please contact Competent Motorsport if you have any questions in relation to these Regulations.

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## Introduction

Competent Motorsport is proud to sanction the Pirelli GT3 Cup Trophy USA racing series.

The Porsche 911 GT3 Cup car is featured in some of the most exciting racing around the world. Using this iconic car as a platform, this series is aimed at amateur and semi-professional racers – drivers who do not make their living in motorsports – with races organized in conjunction with the events hosted by the Sports Car Club of America, the National Auto Sport Association, and others in the USA.

The series enjoys technical and parts support from Porsche Motorsport North America and is proudly sponsored by Pirelli Tires.

This Series and these competitions are sanctioned by Competent Motorsport LLC under its Technical and General & Sporting Regulations.

In order to provide for the orderly conduct of these competitions, these Technical Regulations are provided, and in conjunction with the General & Sporting Regulations shall comprise the Regulations for the conduct of the Pirelli GT3 Cup Trophy USA series. All participants in these competitions and any part of this Series must be fully aware of and are subject to all these regulations and shall be bound by them, as they may be amended, supplemented or superseded from time to time, and all participants are responsible for compliance therewith.



## Article 1 Concept

The Series is designed to keep competition fair and cost low by minimizing the possible changes to the cars as homologated and delivered. Therefore, any technical action by competitors in contravention with these principals is subject to penalty.

1.1 All cars must be original Porsche Cup cars as delivered by Porsche and the VIN number must reflect this. No aftermarket conversions to Cup cars are permitted.

1.2 Except where specifically permitted herein, there are no changes permitted to the cars from their original specifications. There must be no welding, cutting, machining, drilling, acid dipping or other chemical treatment of the car to change its mechanical properties. Any change to the car that is not specifically permitted in the Regulations is expressly prohibited.

1.3 Except where specified, all parts must be stock. This means that they must be the Porsche designated parts that were as the car was delivered and be listed in the Porsche parts catalog for that car for that model year.

Transposition of parts from one model year to another is not permitted except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.

1.3.1 It is permitted to carry out work on a vehicle which is part of the regular maintenance of the vehicle or which serves for the replacement of parts that have become defective as a result of wear or accident.

The utilization of components manufactured by Porsche for other vehicles is prohibited. Standard fasteners such as nuts, bolts, washers, circlips, spring washers, split pins, etc., may only be replaced with original Porsche spare parts. In case of threaded fasteners, the type, size and pitch of the thread must not be changed.

1.4 If, in the sole judgment of the Technical Director, the cars do not meet the spirit or intent of these Regulations, he may order them to be corrected to be in compliance prior to any further participation in the Event.

Any waiver of any technical requirement by the Technical Director shall specify the length of time the waiver shall be in force and shall not constitute an ongoing waiver, or a waiver for any other cars for the same issue.



1.5 Limits of Adjustments: Except as may be specified or permitted in these Regulations, the limit of any adjustment on the car shall be the range of adjustment permitted by the stock parts using the stock fixation points as supplied by the manufacturer. No additional adjustment points within or outside the range may be created by altering parts from their as manufactured configuration.

1.6 It is the responsibility of the participant to read, understand and comply with The Regulations. Failure to do so will not provide any relief from The Regulations.

## Article 2 Eligible Cars

2.1 Cars shall be separated into classes:

- a. Platinum Class  
Porsche 997 GT3 Cup Model Year 2010-2013
- b. Gold Class  
Porsche 997 GT3 Cup Model Year 2006-2009
- c. Silver Class  
Porsche 996 GT3 Cup 2000-2005

2.2 All bodywork must remain stock and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.

2.3 Wings: Stock wing and wing mounts must be used. Neither may be altered in any way from their stock configuration. Nothing may be done to alter the position of the wing and wing mount in relation to the body of the car, from the stock position.

- a. The gurney lip, Porsche part # 99751210590, must be attached to the rear wing on all Gold Cup cars.
- b. The gurney lip, Porsche part # 99751210591, will be optional for Platinum Cup cars. If used, it must be attached to the rear wing.
- c. No alteration is permitted to the gurney lip and it must be mounted on the top rear edge of the rear wing.



2.4 Notwithstanding the above, the position of the wing element may be changed within the stock adjustment range.

2.5 Under extraordinary circumstances, a competitor may apply to the Race Director and Technical Director, who shall consult with the President, Competent Motorsport, for permission to replace an irrevocably damaged monocoque with another of equal specification or another car not currently entered in the Event. Any decision regarding the approval or non-approval of any replacement/substitution is not subject to protest or appeal.

## Article 3 Driver Safety Equipment

Drivers must wear the following safety equipment while taking part in Pirelli GT3 Cup Trophy USA West competition:

3.1 Drivers must be equipped with full coverage helmets of recognized high quality and which include a face shield.

Helmets rated with a SNELL automotive rating of **SA-2005** or newer, or a SFI sticker 31.2a for closed faced (if purchased prior to 12/31/04), SFI 31.1 (if purchased after 1/1/05), or an **FIA 8860** rating are required. (Snell **M**-rated helmets are **not** allowed).

3.2 All drivers must wear overalls as well as gloves, underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 or SFI (3.2A/10, 3.2A/15 or 3.2A/20) standard.

1. Regardless of the number of layers of a suit, fire retardant NOMEX® or Carbon-X underwear is strongly recommended.
2. Any underwear including t-shirts, boxers, and socks should be fire rated material. Cotton underwear is not recommended as it does not wick away the moisture and can result in serious steam burns in the event of a fire.

3.3 All racers must use a Head and Neck Restraint meeting standards of SFI 38.1 or FIA 8858-2002. The SFI standard can be found at <http://www.sfifoundation.com/manuf.html> - 38.1.

3.3.1 All drivers must wear an approved Head and Neck Restraint device during all phases of the Event. Drivers are strongly recommended to use helmets with tether-anchorage fitted by the manufacturer as original equipment. These helmets are identified by a glossy silver holographic FIA label. It is also strongly recommended to use homologated tethers, identified by a FIA 8858-2002 label.



3.3.2 Sternum straps are not allowed for use with the HANS

due to possible interference issues. HANS-specific two-inch hybrid shoulder straps must be used in conjunction with this system providing they meet harness certifications from FIA, SFI 16.1, or SFI 16.5.

3.3.3 Any HANS device must have a Silver and Blue SFI 38.1 Sticker and/or a Silver and Black FIA 8858-2002 sticker. The SFI sticker is punched with month and year.

3.3.4 Head and Neck Restraint Devices which only carry a Black FIA 8858-2002 sticker (no SFI sticker) must have the tethers replaced five (5) years after the date of manufacturer.

3.3.5 Head and Neck Restraint Devices which are certified to SFI Spec. 38.1 must be inspected and recertified every five (5) years, effective January 1, 2012. The device must be sent back to the Original Manufacturer for inspection after five (5) years from the date of manufacture punched out on the label. When a device is determined by the original manufacturer to be acceptable for continued use, a new SFI 38.1 conformance label marked with the inspection date will be affixed and the device will be valid for use for another five (5) years from that date.

3.3.6 Any head and neck restraint system must be inspected after a serious incident. If any cracking, delaminating or elongation has occurred, the unit must be replaced.

3.3.7 Devices that meet or claim to meet SFI or FIA specifications but do not actually carry an SFI or FIA certification sticker are not approved.

3.4 It is highly recommended that all drivers use the HANS device during all testing and other on track activities, even when not sanctioned by Competent Motorsport.

3.5 Evaporative-loss Freon cool suits are prohibited.

3.6 Drivers' complete safety equipment must be presented at scrutineering for inspection by Competent Motorsport's technical department.



## **Article 4 Technical Inspection /Mandatory Safety Requirements**

Competitors are obliged to present their cars for Technical Inspection. Failure to do so may result in penalties up to and including: exclusion.

Each entered car must be inspected and approved by the Technical Director or their delegated assistant(s) before it will be allowed to participate in competition or practice.

No expressed or implied warranty of safety shall result from this inspection or approval. It is at all times solely the responsibility of the Entrant to have their car free from mechanical defects and in safe racing condition.

Cars damaged or altered after they have been approved at inspection are subject to re-inspection and approval. Competent Motorsport will make the final decision on the safety and eligibility of an accident-damaged vehicle.

Major body components must be maintained in normal position throughout the competition. Questionable cars are subject to approval by the Technical Director.

Cars shall present a neat, clean and professional appearance.

### **4.1 Inspection (*Scrutineering*)**

4.1.1 Competent Motorsport at its sole discretion, retains the right to impound any car for scrutineering at any point in the Event and in case of doubt, may retain any car after the Event until such matters have been resolved. Such scrutineering may include the disassembly of various parts of the car, including the engine. Competitors accept that in order to complete such inspection, the mandatory seals may be broken and it is the sole responsibility of the competitor to have any broken seals replaced prior to further competition. Failure to comply may result in Exclusion.

Competent Motorsport may reject, at its sole discretion, any system that either does not meet the requirements, or appears to be defective or inappropriate in any way. No warranty of safety, express or implied, shall result from inspection or approval of any system by Competent Motorsport.

4.1.2 The timing, location, method and type of car inspection, and the number of vehicles to be inspected at any Event will be determined by the Technical Director.





4.1.3 When instructed by the officials to go to “Parc Fermé” or the inspection area, cars must proceed directly and without delay, or may be excluded.

4.1.4 It is the responsibility of the Driver or Entrant to prepare a car for inspection when requested to do so by the Technical Director or their assistant(s). Any expense incurred, except in the case of a protest, shall be the liability of the Entrant. Preparation of a vehicle for inspection must be performed in a timely manner as determined by the Technical Director. Any part that does not comply with these Technical Regulations may be indefinitely retained by Competent Motorsport.

4.1.5 Admittance to any area in which inspections are being made is controlled by the Technical Director.

4.1.6 Each car entered must submit to Technical Inspection during scheduled hours.

4.1.7 Measurements under these Technical Regulations:

- a. Both metric and English dimensions may be given. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection will normally use the system most advantageous to the Entrant.

- b. The Technical Director may establish tolerances for measurements taken during inspection; may require components on the car to fit Competent Motorsport templates; may require Competent Motorsport monitoring devices to be fitted to a car; and/or may require Competent Motorsport limiting devices to be fitted to a car.

4.1.8 Appearance: Clean and neat, no old damage.

4.1.9 Identification numbers must be placed on both sides and front, and must be legible to the satisfaction of the Chief Timekeeper. Specific requirements may be provided in Event Supplementary Regulations.

4.1.10 Racing Tires: Mandatory, unless Supplementary Regulations provide otherwise.

4.1.11 Leakage: Not allowed.

4.1.12 Driver Safety Equipment: Per Article 3.



4.1.13 Compliance with series sponsor advertising requirements is mandatory.

#### 4.1.13.1 Mandatory Decals

- a. All decals must be applied in accordance with Appendix 2 prior to participation in the first on-track session.
- b. All decals must comply with the standards established by Competent Motorsport for the Pirelli GT3 Cup Trophy USA Series.
- c. Cars found without Series required decals during the event will not be eligible for competition. Decals of other tire manufacturers, must be removed prior to the first on-track session.

### **4.2 Mandatory Safety Requirements.**

4.2.1 A six point Driver restraint system of approved design must be installed. The effectiveness and longevity of a seat harness is directly related to the way in which they are installed and maintained. The belts must be replaced after a severe collision and whenever the webbing is cut, frayed or weakened due to the action of chemicals or sunlight. They must also be replaced if any buckles are bent, deformed or rusted. Any harness which does not function correctly must be replaced.

4.2.1.1 Belts: Alternate belts must be 6 - point belts properly mounted, meet current FIA or SFI certification (SFI 16.1, SFI 16.5, FIA 8853 standards, with a 2" or 3" lap belt, 2" sub-strap, and 2" shoulder belts and must bear the label of certification. Belts that are specified by the manufacturer as not being compatible with the HANS device are NOT permitted.

4.2.1.1.1 SFI CERTIFICATION - SFI tagged harnesses are punched with the month and year of manufacture. SFI certifications (16.1 & 16.5) shall expire on two years after the date of manufacture as indicated on the label. There should be three labels on each complete harness – one on a shoulder belt, one lap belt, and one sub-strap.

For example, a harness SFI-tagged with a manufacturing date of 4/2012 would expire at the end of April 2014.

4.2.1.1.2 FIA CERTIFICATION - FIA harnesses have tags printed by each manufacturer. FIA harness certifications are good for a period of 5 years from the date of manufacture. FIA harnesses may be used until December



31st of the year printed (or stamped) on the tag. There should be one FIA tag on each element of the harness.

- a. For example, a harness FIA-tagged with an expiration year of 2012 would expire at the end of December 2012.

4.2.2 Stock seats are recommended. However alternatives are permitted, provided that the following requirements are met:

- a. Seats: Only currently permitted FIA or SFI seats and mountings are permitted (FIA Sporting Code Appendix J, Art. 253.16) and such seats must bear the label of certification.
- b. The floor of the car must not be modified in any way and the original mounting holes must be used in all cases.
- c. The driver seat may be filled with expanded foam, to suit the driver's morphology.

4.2.3 SEATBACK BRACES - Seats homologated to and mounted in accordance with FIA standard 8855-1999 or higher need not have a seat back attached to the roll structure. The homologation labels must be visible. Seat supports shall be of the type listed on FIA technical list No.12 (lateral, bottom, etc.). Seats which have an expired FIA certification (over 5 years old) or do not have an FIA certification require seat back bracing, even if the back of the seat is very close to the horizontal roll cage tube.

- a. Should seat back bracing be required, it must be attached to the horizontal tube on the main hoop of the cage. Braces must either be bolted securely to the seat utilizing a metal plate of no less than 12 sq. inches to distribute the load, **OR**, if not bolted to the seat, a brace of similar minimum dimensions must be in contact with the seat back. Minimal energy absorbing padding is allowed between the brace and seat back. It is recommended that if not attached to the seat the brace be designed where possible to wrap around both sides of the seat to prevent lateral movement. Contact the Technical Director with any specific application questions.

4.2.4 Competitors are responsible for ensuring that any seat, belt and mounting are compatible, properly installed, appropriate and safe for competition.

4.2.5 Nets



4.2.5.1 The installation of an "inside" or right side net is permitted and highly encouraged.

4.2.5.2 If the driver's door window is removed a window net meeting FIA Specifications (FIA Art. 253.11) must be fitted.

4.2.6 All cars must be equipped with two master electrical circuit breakers, one accessible from inside (accessible by the Driver when normally seated and fitted with the mandatory safety harness), and the second outside the car, that control all electrical power (except electrically actuated fire systems).

The preferred outside location is the passenger side cowl area. The circuit breakers must be clearly marked by a spark in a blue triangle.

4.2.7 All cars must have at least two operating red brake lights and two taillights. Amber brake lights will not be permitted. (During a competition, the Race Director may accept one functioning headlight, one functioning taillight and one functioning brake light due to damage or equipment failure.)

4.2.8 Headlights must be protected against breakage. Headlights may be taped.

4.2.9 Two external rear-view mirrors must be installed. Minimum dimension of each external mirror: 100 cm<sup>2</sup>.

4.2.10 Safety fuel cell meeting FIA Spec FT-3 is permitted and highly recommended.

Note: FIA-FT3 specification requires that the fuel cell bladder be recertified/renewed every 5 years.

4.2.10.1 If fitted, the fuel cell must be mounted outside the Driver's compartment, separated by firewalls, flame and leak proof, and protected as far as practicable by the roll cage. Steel or steel braided fuel lines with appropriate fittings, fuel cell check valve, and vent line check valve are mandatory.

4.2.11 Hoods, deck lids and movable body sections must be secured with supplemental pins or fasteners. Latches may be deactivated. On cars where a key is required to open the trunk lid, the lock must be deactivated or may be removed.

4.2.12 Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids and removable tops) must have attaching cables to prevent accidental loss of pin.



4.2.13 No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.

4.2.14 Full roll cages of approved design are mandatory. Material and construction specifications and recommended designs are contained in FIA Sporting CODE, Appendix J, Article 253, Section 8 and in these rules. Competitor must be prepared to drill inspection hole(s) in the roll structure for verification.

4.2.15 A fire suppression system is required and must be in certified working order at all times. The on-board fire suppression system must be Porsche stock or of a size and an approved extinguishing material that is in accordance with the FIA Sporting CODE, Appendix J, Article 258A.15.1, or equivalent Competent Motorsport approved equivalent. Trigger must be marked with a red circle with the letter "E" and be operable by the Driver and also from outside the car. Outlets must be directed into the Driver, engine and fuel compartments.

4.2.16 All cars must be fitted with one front and one rear towing eye, painted red, accessible without the use of tools and be clearly marked with a red arrow on a white background. They must be securely fitted to the chassis of the car by means of a metallic rigid element (cable loops are forbidden). They must be strong enough to allow recovery of a car lying on its flat bottom in a gravel bed. Should the towing eye break, the track marshals will pull the car to a safe position using any element of the chassis or of the bodywork whatsoever, which they consider strong enough, and the car may be excluded from the race. In the event that a car is damaged as a result of these actions, Competent Motorsport will accept no responsibility for any damage caused, however it may have been caused.

4.2.17 In all cases, the Driver must be able to easily exit the car through both the Driver side and the passenger side in an emergency.

4.2.18 An on-board starter and energy source must remain functional at all times, except when deactivated in an emergency by the master electrical circuit breaker (Article 4.6.2).

4.2.19 An "arrow" decal denoting tow hook location.

4.2.20 If the Technical Director determines prior to the race that a car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Technical Director, the deficiency

a. Will not affect safety;



- b. Cannot be corrected in time for qualifying or the race (if no qualifying);
- c. Will not provide the competitor a significant competitive advantage over other competitors;
- d. Is so insubstantial as not to warrant a determination that the car is ineligible to race.

4.2.20.1 If the Race Director permits the car to compete under these circumstances, the Technical Director will apprise the competitor in writing of the deficiency, and the car will be prohibited from competing in any future Events if the deficiency has not been corrected.

## **Article 5 Eligible Engines & ECU's**

5.1 The engine must be stock.

5.1.1 The engine must be originally sealed by PMNA or Porsche AG.

5.1.2 Engines must remain sealed and retain all markings affixed by PMNA or Porsche AG.

5.1.3 The competitor is responsible for the state of the seals and their presence at all times.

5.1.3.1 Missing or deteriorated seals will be considered an infringement of these Regulations.

5.1.4 All repairs and internal maintenance operations must be performed by PMNA. Any intrusion into the engine is forbidden.

5.2 Silver Class cars, model years 2000-2003 may have PMNA upgraded/replacement engines to 2005 specifications installed.

5.3 The entire exhaust system must remain stock, including interior and tail pipes.

5.4 Replacement of the engine block must be reported immediately to the Technical Director in writing. If the engine block is changed following Qualifying, the car must start the race from the back of the grid.

5.5 Engine Control Units



5.5.1 Only the stock Engine Control Units (ECUs) with the stock programming are permitted.

Tampering with or re-programming of the ECU is strictly prohibited. Except as provided for herein, no additional electronics may be installed between the ECU and the engine. The wiring harness must remain stock.

5.5.2 ECUs may be sealed to the connectors at scrutineering. Tampering with or breaking the affixed seals is prohibited. Only Series officials or authorized Porsche technicians may break the seals, which must then be replaced by the Series.

5.5.3 ECUs are subject to random seizure and replacement at any time.

5.5.4 Authorized Porsche and Series officials may access and inspect the ECU programming at any time.

## Article 6 Drive Train

### 6.1 Transmission – Stock.

6.1.1 Any re-build of a transmission not done by PMNA must maintain the transmission in the stock configuration with stock parts except as allowed below.

6.1.2 Transmissions may be sealed at scrutineering. Tampering with or breaking the affixed seals is prohibited. Only Series officials or authorized Porsche technicians may break the seals, which must then be replaced by the Series.

### 6.1.3 Gear Ratios

a. All Platinum class cars have the option to run the 2010 gears or the 2011 - 2013 911 GT3 Cup gears (complete sets) as delivered. (Reference Article 1.3).

Gear #	2010 Ratio	2011-2013 Ratio
1st	12/38	12/38
2nd	15/32	15/32
3rd	18/31	18/31
4th	23/31	20/28
5th	26/29	23/26
6th	29/27	29/27

b. All Gold class cars have the option to run the 2007 gears. (Reference Article 1.3).

Gear #	2007 Ratio
1st	12/38



2nd	15/32
3rd	18/31
4th	20/28
5th	26/30
6th	28/27

## 6.2 Differential - Stock.

## 6.3 Clutch – Stock.

- a. Silver Class cars may use Porsche GT3 RS or metallic Porsche GT3 RSR clutch.

## 6.4 CV Joints and Axle – Stock.

## 6.5 “Blipper”

- a. Platinum class cars may be fitted with the Porsche “Blipper”

Part #'s:

Blipper 997.423.073.90

Bracket 997.424.237.91

Throttle Cable 997.423.221.9C

1. All 2011 - 2013 911 GT3 Cup cars are supplied with a Porsche “Blipper” and Throttle Cable in the spares kit. The existing Bracket installed in the car already has the necessary mounting holes for the Blipper.

2. 2010 cars need to replace the existing bracket with bracket 997.424.221.9C

3. PMNA has to reprogram the ECU with a new file before the cars are run with the Porsche Blipper installed.

- b. Gold cars may use any blipper. PMNA does not have the ECU program for cars fitted with Blippers for these model years.

## 6.6 Sequential Gear Change

- a. The use of a paddle shift system may be permitted in Platinum and Gold classes with approval from Competent Motorsport. Competent Motorsport shall regulate software, hardware, plumbing configuration and wiring harness for all approved installations. It is permitted to maintain the existing manual shift mechanism.





## Article 7 Suspension

7.1 May be adjusted within existing tolerances except where these Regulations specifically prohibit. All original parts must be retained in their original mounting positions.

### 7.2 Shock Absorbers (dampers):

#### a. Platinum and Gold class:

- Any damper that fits in the Stock position is permitted. No modification of the mounting points or mounts is permitted.
- Open to any adjustable shock. Competent Motorsport may require removal of shocks for testing.
- Remote reservoirs are permitted, however, must be mounted without further modification to the car.

#### b. Silver class:

- Any two way (rebound and compression) adjustable shock is permitted.

### 7.3 Anti-Roll Bars:

- Model Year 2005½ Front (996.343.701.9D) and Rear (996.333.701.9B) anti-roll bars may also be used on Model Year 2006 – 2009 cars in place of Front (997.343.171.90) and Rear (997.333.171.90).
- Model Year 2010 – 2013 Cars must use Front (997.343.171.92 and Rear (997.333.171.91) anti-roll bars.
- May be disconnected but no parts may be removed.
- May be adjusted using stock range of adjustment holes.

### 7.4 Springs:

- Only stock main and helper springs are permitted.

### 7.5 Ride Height: (Appendix 3)

#### a. Platinum and Gold class cars:

- 77mm (minimum) Front Axle.
- 115mm (minimum) Rear Axle.

#### b. Silver class cars:

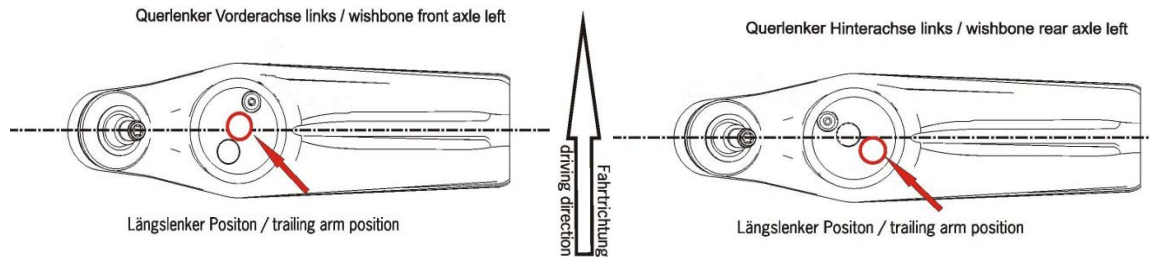
- 85mm (minimum) Front Axle.
- 105mm (minimum) Rear Axle.

#### c. Measured “ready to race” incl. driver’s official weight.



- d. Ride height may be measured at anytime during the competition.
- e. Ride height is measured with required slick tires with a tire pressure of 29 psi  $\pm$  1.5 psi.
- f. Ride height is measured for the front axle at the mounting bolt of the central arm/corner plate. 2009 cars must remove the spacer under the bolts and replace bolt for measuring.
- g. Ride height is measured for the rear axle at the machined surface at the lateral part of the rear axle.

7.6 The trailing arm axle bearing points of the front and rear wishbones must be left in the Stock position. The screw positions of the trailing arms at the



wishbone bearing points may be altered within Stock range of adjustment only.

## Article 8 Dash and Data Collection

8.1 Must utilize stock dash as supplied with vehicle. No substitutions are permitted.

8.2 Data collection permitted, however:

- a. Permitted sensors are those listed in Porsche service manual:
  - one wheel speed sensor per wheel;
  - one steering position sensor;
  - one gear position sensor - on gear shift lever only;
  - one rpm sensor;
  - one lateral and one longitudinal accelerometer;
  - one lap trigger,
  - one brake bias pressure,



- one Brake Pressure Transducer each may be added to both front and rear brake systems.

b. GPS sensors are permitted.

c. All other sensors are prohibited, including, but not limited to shock pots. No other sensors are permitted, connected or disconnected, attached to the car.

d. Wireless (radio or IR or any other method) transmission of data to or from the car is prohibited.

\* Note: With the exception of the Pirelli GT3 Cup Trophy Technical Regulations, Article 1.18e.

## Article 9 Fuel

9.1 All cars must use unleaded fuel as prescribed by Porsche AG.

## Article 10 Windows

10.1 Front and rear windows must remain stock.

10.2 Side door windows must remain stock or:

a. driver's door window may be removed and replaced with a window net meeting FIA Specifications (FIA Art. 253.11)

b. passenger side door window may be removed with no window net required.

10.3 Stock rear side windows may be modified with air scoops or holes, but a minimum of 1" or the original border of the window must be retained.

## Article 11 Brakes and Brake Pads

11.1 Only stock Porsche brake systems, calipers, rotors and pads are permitted and must be stock as delivered for the model year of the car.



- a. Aftermarket non-floating rotors of equivalent thickness and diameter and iron-based friction surfaces as stock are allowed on Silver class cars.

11.2 Cars must utilize the stock master cylinder(s) in the stock position(s) (front and rear).

## Article 12 Weight

12.1 The minimum weight of car, with driver properly attired in required racing equipment, will be as follows at all times during the Event:

- a. Platinum class: 2855 lbs.
- b. Gold class:
  - 2006-2007 cars: 2767 lbs.
  - 2008-2009 cars: 2811 lbs.
- c. Silver class: 2734 lbs.

### 12.2 Ballast

- a. Any ballast must be carried in a ballast box constructed of steel with a minimum thickness of .095. The box must fully enclose the ballast, which must be secured inside the ballast box and utilize the passenger seat mounts for anchoring. Ballast may also be added using the fuel cell protection plate purchased from PMNA with different thickness for different weights. These are the only authorized locations for ballast to be added to the car.
- b. Driver comfort systems (ice chest) must be placed in passenger seat ballast area or on the passenger floor board.

12.2.1 No weight may be removed from the stock structure of the car and placed in the ballast box.

## Article 13 Wheels

### 13.1 Platinum class:

Stock APP wheels or BBS forged aluminum centers and center lock wheels or the same wheel size, width and offset as Stock that are designed and intended "for racing only" are permitted in complete sets only, no mixing of manufacturers wheels.



13.2 Gold and Silver class cars are permitted to use Stock three-piece BBS center lock wheels only. (BBS forged aluminum centers with center lock wheels of the same wheel size, width and offset as Stock that are designed and intended "for racing use only").

## Article 14 Tires

14.1 The specified (spec) tire of the Series is the "Pirelli P-Zero Slick". Tires for the Series may only be obtained from the authorized distributor: Bob Schaefer, Frisby Performance Tire, 702-433-7390, [bschaefer@frisbyracetire.com](mailto:bschaefer@frisbyracetire.com).

14.2 Tires used during any official Event session must be the spec tire of the Series.

14.3 The number of wet tires used during an Event is not limited; however, competitors must use only the approved Pirelli wet tire. Tires are subject to inspection for compliance at any time, at the option and sole discretion of the Technical Director.

14.4 If a race is officially declared a "wet race" prior to the start, competitors must use only the approved Pirelli wet tire for the race unless otherwise instructed by the Race Director. This also applies to a declared "wet" qualifying session.

14.5 Tire warmers are prohibited; grooving of or otherwise modifying dry or wet tires is prohibited; Chemical treatment of tires is prohibited; tire pressure control valves are prohibited.

14.6 Any action designed to alter the tires as supplied, or to use alternate tires, is prohibited.

## Article 15 Miscellaneous

a. Towing eyes:

- Front and rear towing eyes supplied with the car must be properly mounted and marked.

b. Steering wheel:

- May be stock or changed, so long as it is continuous and round.
- Quick disconnects & Hub extensions permitted.

c. Exhaust:

- Additional mufflers may be required to meet local ordinances.



d. In-Car Cameras:

- Permitted, however: Competent Motorsport must approve camera and mounting which must be metallic and attached directly to roll cage.
- Competent Motorsport has right to impound footage from competitors.
- Camera equipment weight not included in minimum weight requirement.

e. Pit to Car Voice Radios:

- Required in all phases of competition.
- All competitors are required to monitor Competent Motorsport Race Control frequency, 464.400 DPL 445 (Appendix 5)

f. Battery:

- Must remain in stock location or relocated to the passenger floorboard.
- Must be securely mounted and protected by a box made of insulating material.
- Except for dry cell type, the protection box must include a vent pipe exiting outside the cockpit.

g. Wheelbase

- Wheelbase may be measured using lasers; this measurement will be from the center of the rear hub to the center of the front hub. This measurement is 2355 mm +/- 10 mm.

h. Transponders

- Transponders must be mounted inside the front right fender well.

i. Driver Comfort Systems:

- Driver cooling and/or fresh air systems are permitted. Type and installation subject to Competent Motorsport approval. Ice chest must be placed in the passenger seat ballast area or on the passenger floorboard.
- Driver drink systems are permitted.



## APPENDIX 1 -- Equivalence Formula

1 inch = 2.54 centimeters = 25.4 millimeters

1 millimeter = 0.1 centimeters = 0.03937 inches

1 foot = 12 inches = 0.3048 meters

1 meter = 3.28 feet = 1.0936 yards

1 mile = 1760 yards = 5280 feet = 1.60934 kilometers

1 kilometer = 1000 meters = 1093.6 yards = 0.62137 miles

1 square inch = 6.45 square centimeters

1 cubic inch = 16.387 cubic centimeters

1 cubic centimeter = 0.061 cubic inches

1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters

1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallons

1 pound = 16 ounces = 453.592 grams

1 kilogram = 1000 grams = 2.2046 pounds

1 mile per hour = 1.467 feet per second = 1.60934 kilometers per hour

1 kilometer per hour = 0.62137 miles per hour

Cylinder volume (displacement) =  $3.1416 \times \text{bore}^2 \times \text{stroke} \times 4$

Engine displacement = Cylinder volume x number of cylinders

Weight of gasoline = 7.2 pounds per gallon at 60° F

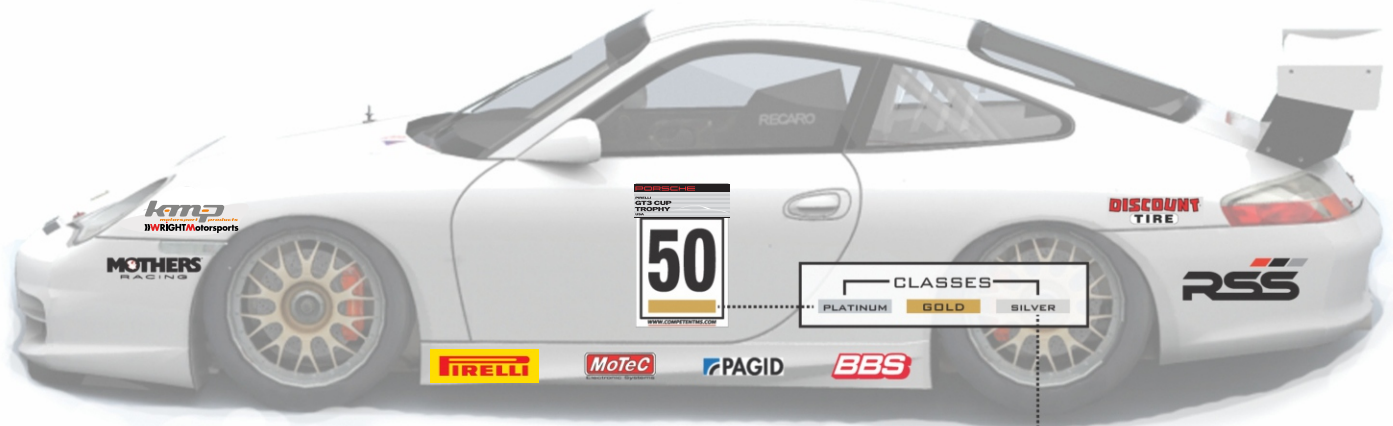
Atmospheric pressure = 29.92" HG = 14.7 P.S.I. = 1.01 Bar

1 Bar = 14.5 P.S.I.

Average speed formula =  $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total time in seconds}}$



# 2014 Pirelli GT3 Cup Trophy USA Decal Placement

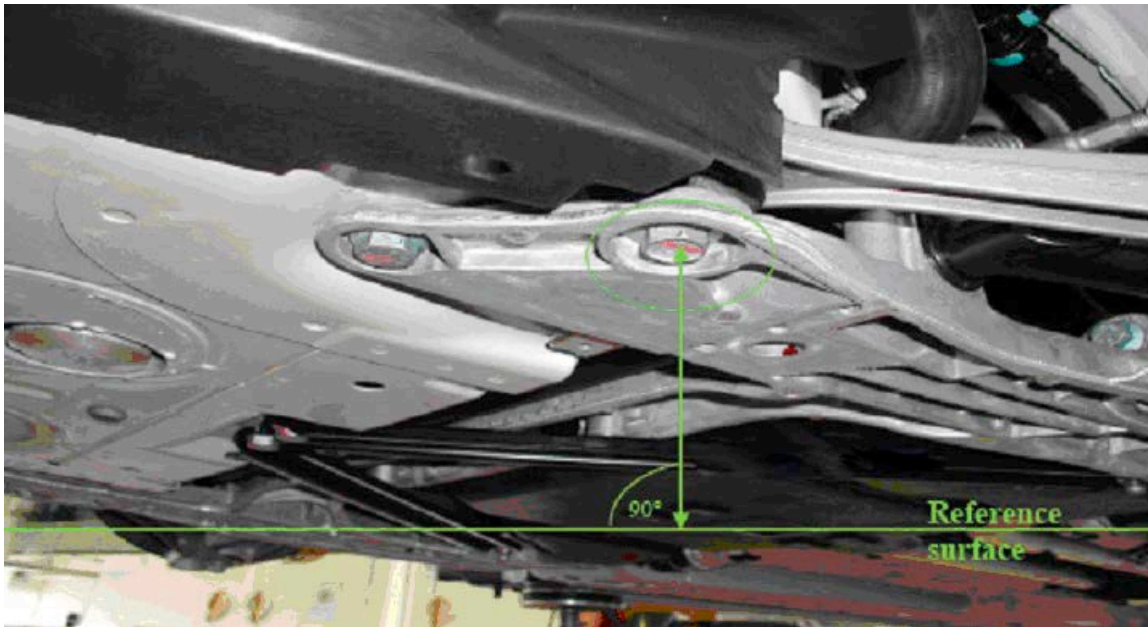






## APPENDIX 3 - Minimum Ground Clearance

Minimum ground clearance (Ride Height) of front axle measurement point.



Minimum ground clearance (Ride Height) of rear axle measurement point





## APPENDIX 4 -- Series Driver and Team Overall Patches



### Suggested Patch Locations



WE STAND FOR SAFETY AND QUALITY

Competent Motorsport LLC

[www.competentms.com](http://www.competentms.com)

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## **APPENDIX 5 -- Radio Frequencies**

CHANNEL RX-FREQ TPL CODE

Race Control (Primary) 464.400 w/D445