

Porsche Carrera Cup Scandinavia Regulations 2018

Attachment 10 – Special Technical Requirements MY 2013 - 2016 cars regulations.

Part 2: Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

The Porsche Carrera Cup Scandinavia is a one-make Series with two different ~~no~~ group/class classifications ([Porsche 911 GT3 Cup Type 991 II & Porsche 911 GT3 Cup Type 991 I Approved, MY 2013-2016](#)).

1.2 Principles of the Technical Regulations

in conformity with:

- Art. 251-253 of Appendix J (FIA ISC)
- General regulations, definitions and clarifications with regard to technical regulations
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG
- Spareparts catalogues of the eligible vehicles

1.3 General/Preamble

Everything that is not expressly permitted by these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. A change of vehicle is prohibited.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet:

- in compliance with the SBF regulations

Furthermore, the use of the head restraint (e.g. HANS) is:

- compulsory

STCC AB Note: the use of a head restraint (e.g. HANS) is mandatory for all drivers in circuit races and performance tests.

Frontal head restraint system (FHR; as HANS or comparable system)

The use of an FIA approved FHR system in accordance with FIA list No. 29 is compulsory for all races and events within the championship as well as for all races outside the championship which are organized according to these Regulations.

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the vehicle in compliance with the manufacturer's instructions, lies solely with the participant. The relevant manufacturer's certificate is to be presented during technical scrutineering.

Drinking system

A drinking system without an electric pump may be used. Prior to installation it has to be approved by the Technical Scrutineers.

Cooling system

A cooling system with cooling vest may be used. Prior to installation it has to be approved by the Technical Scrutineers and. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

1.5 General, permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible vehicles in accordance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is also prohibited.

Throughout the vehicle, the standard fastening components such as nuts, bolts, washers, lock washers, spring washers and splint pins may be replaced by Porsche Genuine Parts.

The maintenance and replacement intervals as well as setting values specified by Porsche (see Technical Manual) are to be observed.

The Series Organiser may allow modifications that do not correspond to the series production status on all or individual vehicles, providing these do not permit a competitive advantage (e.g. for the attachment of cameras; radio installations, etc.). The entrant must make written application to the Series Organiser and receive written authorisation before making any such modification.

1.6 Minimum weights and ballast

At no time during an event must the weight of a vehicle be less than the mandatory minimum weight.

The mandatory minimum weight of the vehicle including the driver weight and fuel amount remaining is 1320 kg.

The minimum weight must also be observed with an empty fuel system and when the levels of operating liquids are under minimum level.

A weighing scale specified by the Technical Scrutineers is used for checking the minimum weights. It is referred to below as the 'official scale'. The official scale is located in the Technical Scrutineering tent or in the respective pit. This is also the weighing area.

The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Attachment 4. The components of the ballast weights are identified by spare part numbers.

Minimum vehicle weight

The minimum weight of the cars is 1235 kg and consists of:

- The weight of the vehicle;
- The weight of the inboard camera including the weight of the respective substitute ballast;
- The installed additional weights.

Minimum driver weight

The minimum weight of the driver is 85 kg and consists of:

- The driver;
- The personal equipment of the driver as it is in the vehicle at the time when the weighing is ordered;
- The driver equalization weight if applicable.

If the actual weight of the driver is less than 85 kg, the equalization weight (to 85 kg) in the form of original Porsche ballast plates (part numbers: 997.504.848.00/997.504.848.01/997.504.848.02) must be fixed on the passenger side in the defined location.

It is the driver's responsibility to ensure that the sum of the installed equalization weight plus his/her actual weight (plus the parts of his/her personal equipment in the car at the time of the order to weigh the vehicle) is at least 85 kg.

Separate /combined weighing of vehicle and driver

The Technical Scrutineers may decide to weigh vehicle and driver separately or in combination.

If vehicle and driver are weighed in combination the minimum weight consists of the particular sums of the minimum weights specified above.

Weight changes during qualifying and race

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

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

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

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

Participants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale in agreement with the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

Personal protective driver equipment during weighing

During the weigh-in, each driver must wear his complete driver apparel as set out in Appendix L, Chapter III of the ISC, plus the mandatory head restraint system.

Weighing of vehicles

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

The vehicles are weighed as follows:

- Weighing of vehicles is carried out regularly on the official scale.
- During the free practice and qualifying practice, weighing can also be done on the scale of the STCC AB, which is at a fixed location in the pit lane. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the STCC AB scale indicates that the vehicle in question might be found underweight on the official scale, the vehicle, the driver and his protective equipment must again be weighed on the official scale following the SBF weighing policy.
- Only the result of this weighing is to be taken into consideration and is binding.
- If a driver is given the signal that his vehicle is selected for weighing, he must take the shortest route possible to the weighing area/STCC AB scale and turn off the engine.
- The vehicle will be weighed with the driver. The driver or a team member will receive written confirmation of the measured vehicle weight. During weighing the driver must not move in any way as to influence the weighing result.

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

Weighing in below the minimum weight

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

Falling below the minimum weight during the qualifying session will be penalised with the cancellation of the qualification times achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid.

Falling below the minimum weight in the race will result in exclusion from the points classification for the race.

Leaving the weighing area

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

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

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

Determining the driver weights

After free practice, qualifying and each race, all drivers must go straight and directly from the Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers that go to the podium can be weighed on the STCC AB scale. Any differences between the STCC AB scale and the official scale are taken into account. Any driver failing to present himself promptly for weighing may be referred to the Stewards of the Meeting. The final decision in this respect will be taken by the Stewards.

The drivers will be weighed individually and will receive a report on the determined weight. Any appeal against the observed weight must be immediately submitted in writing to the Technical Scrutineers after receiving the report.

Determining the total weight of the driver and vehicle

During Technical Scrutineering the vehicle is weighed without the driver. The total weight results from the addition of driver weight and vehicle weight (including driver equalization weight). If during the weighing procedure the vehicle is found to be lighter than the currently applicable minimum weight for this vehicle, the vehicle without the driver will immediately be weighed again and immediately for a third time on the same scale and in the same condition. The maximum value of these 3 weigh-ins is regarded as the actual weight of the vehicle.

Replacement and loss of vehicle parts

All vehicle parts that were replaced during the free practice, 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 or their assistants if necessary and must afterwards not be modified in any way. These parts must remain until released by the Technical Scrutineers in the pit or in the Technical Scrutineering tent in sight of the Technical Scrutineers or his assistants. These parts can be considered when determining the weight instead of the replaced parts.

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.

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.

Regulations on the route to and in the weighing area

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

1.7 Equivalence formula for supercharged engines

N/A

1.8 Exhaust prescriptions

The current SBF exhaust prescriptions (see SBF Tekniska Regler TR4) must be respected.

The cars must be equipped with a catalytic converter in compliance with the SBF exhaust prescriptions. Only manifolds with the following parts numbers are permitted:

Left manifold:

997.113.021.98

Right manifold:

997.113.022.98

1.9 Noise regulations

The maximum permitted noise limits are 95 dB LAF measured in compliance with the SBF TR 4 regulations.

This noise level will be determined in compliance with the:

- SBF short distance measuring method (in addition to the pass-by measuring method)
- SBF pass-by measuring method (mandatory for all circuit events)

The current SBF noise regulations (see SBF Tekniska Regler TR4) must be respected.

1.10 Advertising on the driver's equipment/on the race car and start numbers

The current FIA/SBF/STCC AB prescriptions for starting number and for advertising on the driver's equipment/ on the race car and starting number must be respected.

- There are no special advertising prescriptions issued by the series organizer.
- Under consideration of the FIA/SBF prescriptions for start numbers and advertising on the vehicles, the following advertising is compulsory on the race car (see Attachment 3 to these regulations).

All competing vehicles must be equipped with the advertising decals, logos, driver name and start numbers specified by the series organizer during the free practice, qualifying sessions and races of the Porsche Carrera Cup Scandinavia. The size, type, quantity and positioning are determined and announced in the 'Sticker Regulations 2018'. The 'Sticker Regulations 2018' are agreed with the SBF.

The 'Sticker Regulations 2018' are part of these regulations (see Attachment 3). Any breach of these regulations may result in the participant concerned being excluded from classification. All surfaces that are not occupied as specified in the 'Sticker Regulations' shall be available for the entrants' own advertising labels. The clearance between such advertising and the mandatory labels and starting number shall be a minimum of 30 mm.

Vehicles of a team with virtually identical liveries must have clearly different wing mirror colouring. The mirror colours used to identify the vehicles are to be retained for the entire season.

The registered entrants will be informed of their start numbers before the first race event. The start numbers remain the same for all races.

The drivers names and starting numbers must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the series organizer and notification is given in the 'Sticker Regulations 2018' (Attachment 3).

IMPORTANT: Any variations of the FIA/SBF Regulations are subject to a special waiver issued by the SBF

Advertising

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

Teams must not enter into partnerships with companies who are either in competition to the official series partners of STCC AB or who are involved in a legal dispute with STCC AB or a company associated with STCC AB. The teams are therefore obliged to notify potential partnerships to STCC AB in advance. STCC AB is entitled to prohibit teams from entering into a partnership if the potential partner falls into one of the above 2 categories.

The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of Porsche AG, their associated companies or the Series sponsors on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited.

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

The team (entrant) is obliged to notify the series organiser of all potential partners/sponsors and obtain a written approval and obtain written approval from the series organiser to their use. The Series Organiser is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors

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

~~Team partners/sponsors must be notified to the Porsche Carrera Cup Scandinavia organization by 31th March 2018 at the latest.~~

STCC AB reserves the right to reject potential partners/sponsors without specifying any reasons.

The team (the applicant) bears responsibility that the vehicle stickers of the registered vehicles are in accordance with the effective legal regulations.

The series organizer and the sponsors of the Porsche Carrera Cup Scandinavia receive all rights for the promotional use of sporting successes without paying separate fees.

~~Advertising on the vehicle for manufacturers who are competitors of Porsche and Porsche Carrera Cup Scandinavia series sponsors shall be prohibited. The series organizer and Porsche Carrera Cup Scandinavia sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.~~

1.11 Safety equipment

The vehicles must comply with the following safety equipment:

(The article numbers refer to the current Appendix J ISC, unless stated otherwise.)

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

- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277, Category 'II - SH' (see FIA list)

1.12 Fuel and single fuel

The following single fuel must be used:

A single supplier of fuel (**TBA**) for the championship, designated by STCC AB, is **TBA**. Details of the specification, purchase, distribution, etc. can be obtained from **TBA**. This is the only fuel allowed to be used by competitors during the course of the championship. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the competitor. No fuel will be available for purchase at the circuits.

1.12.1 Fuel controls

The Technical Scrutineers shall be entitled to take fuel samples from a participant's vehicle at any time during the event. At any time of the event until the end of the protest deadline, the participant must ensure that a minimum amount of 3 litres of fuel can be taken from the corresponding removal point (fuel removal valve) in the cargo bay. These samples must be identical to the reference fuel taken from the fuel supplier designated above.

1.12.2 Refuelling, Refuelling installations and control

All additives are prohibited. Fuelling and refueling of the vehicles during free practice, qualifying and the race is forbidden. All chemical or thermal changes to the fuel are forbidden.

Throughout the race event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the series organizer. The minimum value will be posted on the official notice board before the first session of each day.

The fuel temperature may at no time be less than the lowest outdoor air temperature of the last 24 hours.

1.13 Technical definitions

In addition to the definitions in compliance with the 'General Regulations, Definitions and Clarifications to the Technical Regulations, the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

2. Specific Technical Regulations

2.1 General

Technically identical vehicles with the designation Porsche 911 GT3 Cup (Type 991), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Porsche Carrera Cup Scandinavia. Only vehicles of model year 2016 (see following General vehicle description) as well as model year 2015, 2014 and 2013 taking into account the required modifications (see Attachment 1) are permitted.

Certain special parts used in the 911 GT3 Cup cannot be obtained via the Porsche trade organization and are available exclusively from the Motorsport Parts Sales Department at [Mtech Workshop AB STCC-AB](#).

[Mtech Workshop AB](#)

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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 Technical Regulations according Part 2 in these regulations, the following specific Technical Regulations are applicable.

Anything which is not specifically allowed by the present regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

General vehicle description

Porsche 911 GT3 Cup (Type 991), MY 2016

Concept

- Single-seated, near-standard race vehicle
- Based on the 911 GT3

Engine

- Aluminium six-cylinder rear-mounted boxer engine
- Sealed
- 3,800 cm³; stroke 76.4 mm; bore 102.7 mm
- Max. power: 338 kW (460 hp) at 7,500 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Sequential multi-point fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centred exhaust pipe
- Electronic acceleration pedal

Power transmission

• Porsche six-speed sequential dog-type gearbox

- Gear ratios:

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

- Internal pressure-oil lubrication with active oil cooling
- Limited slip differential
- Triple-disc sintered metal race clutch
- Pneumatic paddle shift system

Body

- 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 inlets for cockpit ventilation and quick fasteners
- Removable roof section
- Rescue bar analogue DTM system
- Modified and widened 911 GT3 fenders
- Modified rear wheel arches
- Modified and widened 911 GT3 front-end with spoiler lip

- Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations
- Lightweight exterior:
 - CRP doors with sport-design rear-view mirrors
 - CRP rear engine lid with quick fasteners
 - CRP rear wing; adjustable
 - PC windows and rear side windows with ventilation openings
 - PC rear window
- Underbody tray with air routing for brake and driveshaft cooling in the rear
- Modified 911 cockpit:
 - Magnesium subframe in light weight design
 - Ergonomic driver-oriented centre console
 - Switch mask with fluorescent lettering
- Steering wheel with quick release coupling, control panel and shift paddles
- Race bucket seat with longitudinal adjustment;
 - Homologated to latest FIA requirements
 - Individual padding system
- Six-point seat belt
- 100 liter fuel cell (FT3 safety fuel cell)
- Built-in air jack system (three legs)

Suspension

Front axle:

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged strut:
 - Optimized stiffness
 - Double shear tie rod connection
 - Heavy-duty spherical bearings
- Wheel hub with centre lock
- Racing shock absorbers, non-adjustable
- Forged supporting mount
- Double-blade-type anti-roll bar
- Electrohydraulic power steering

Rear axle:

- Multilink rear suspension, adjustable in height, wheel camber and track
- Forged strut:
 - Optimised stiffness
 - Double shear tie rod connection
 - Heavy-duty spherical bearings
- Wheel hub with centre lock
- Racing shock absorbers, non-adjustable
- Forged supporting mount
- Double-blade-type anti-roll bar

Brake system

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

Front axle:

- Aluminium six-piston racing calipers in monobloc design
- Multipiece steel brake discs; internally vented and slotted, 380 mm diameter,
- Racing brake pads
- Optimized ventilation routing

Rear axle:

- Aluminium four-piston racing calipers in monobloc design
- Multipiece steel brake discs; internally vented and slotted, 380 mm diameter,
- Racing brake pads
- Optimized ventilation routing

Rims/Tyres

Front axle:

- Single-piece light-alloy rims according to Porsche specifications and design with centre lock, 10.5J x 18 ET 28
- Michelin transportation tyres; tyre size: 27/65-18

Rear axle:

- Single-piece light-alloy rims according to Porsche specifications and design with centre lock, 12J x 18 ET 53
- Michelin transportation tyres; tyre size: 31/71-18

Electrics

- COSWORTH colour display ICD
- COSWORTH electrical system control unit IPS32
- Electronic throttle system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 70 Ah (AGM), leakproof, placed in the passenger footwell
- Alternator 150 A
- Fan in light weight design
- Weight optimized fan
- Wiper with direct drive
- Lighting system:
 - Bi-xenon headlight
 - LED daytime running light
 - LED rear lighting system and rain light

Options (not included in scope of delivery)

- Brake- and steering-wheel sensors
- Memory extension COSWORTH ICD 128 MB
- Bosch MSA-Box

Measurements

- Overall length: 4,547 mm
- Overall width: 1,851 mm
- Overall height: 1,280 mm
- Wheelbase: 2,458 mm

Colour

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

2.2 Engine

The engines are sealed at Porsche AG prior to delivery. A vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the Porsche Carrera Cup Scandinavia under any circumstances.

Any work on the engine that requires the seal to be opened must be undertaken at Porsche AG. An engine change has to be approved in writing by the organizer prior to the change.

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

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

The original screws for fastening the exhaust system in place may be replaced by stud bolts and hexagon nuts.

Therefore, only the following parts are allowed to be used:

4 x stud bolts M10X70 8.8 part number: 999.062.170.02

4 x nuts M10 part number: 900.377.011.01

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



Engine electronic control units

Only the Motronic electronic control units coded and sealed by the series organizer for the races may be used throughout the entire event.

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

2.2.1 Exhaust system

See General vehicle description (item 2.1).

2.3 Transmission

Ramp angle

The ramp angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Attachment 5). The number of friction plates and the assembly order shall correspond to the image shown in Attachment 5, and must not be changed.

The installed friction discs must comply with the version shown in Attachment 5 for model year 2015 (discs with internal splines coated, discs with external splines made of steel).

Gearbox emergency operation function

After the gearbox emergency operation function has been switched on by the driver, the vehicle must be brought back to the pit lane immediately. The vehicle may only leave the pit lane after this function has been deactivated.

2.4 Brakes

Only vehicles with the following brake calipers are permitted:

Part numbers:

FL: 991.351.427.8A

FR: 991.351.428.8A

RL: 991.352.427.8A

RR: 991.352.428.8A

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

- Front axle: (17.8 mm diameter, part number: 991.355.170.8C)
- Rear axle: (17.8 mm diameter, part number: 991.355.170.8C).

Front axle:

- Aluminium six-piston calipers, one-piece
- Internally vented brake discs, diameter = 380 mm, size 32 mm, part number:

FL: 991.351.105.8A

FR: 991.351.106.8A

- Racing brake pads, part number: 991.351.942.8A

Rear axle:

- Aluminium four-piston calipers, one piece
- Internally vented brake discs, diameter = 380 mm, size 30 mm, part number:

RL: 991.352.107.8A

RR: 991.352.108.8A

- Racing brake pads, part number: 991.352.942.8A

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. Therefore, only the following parts are allowed to be used:

Part numbers:

Front axle: 991.351.963.8A

Rear axle: 991.352.963.8A

2.5 Steering

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

No hub extensions are allowed to be installed. The adjustment facility in length and height which is available by standard may be used.

The steering line 991.347.775.8A of the steering rack must be supported with a damping element 8K0.611.797.E as shown in the picture.



2.6 Suspension

The suspension 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: 18 mm
- Rear axle: 15 mm

The trailing arm axle bearing points of the front and rear wishbones must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 6).

The wheel base on the left and right side of the vehicle must be 2,460 mm +/-15 mm.

The measuring points are the centers of the wheel hub.

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.

Shims may be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. These are available in the following versions:

1 mm with the spare part number: 991.343.761.8A

2 mm with the spare part number: 991.343.761.8B

Other shims or methods for axial clearance compensation must not be used. However, the overall axial clearance must not be less than 2 mm for each anti-roll bar.

Shock absorbers/springs

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

Part numbers:

Shock absorber

Front axle: 991.343.045.8A

Rear axle: 991.333.051.8A

Bump stop

Front axle: 991.343.677.8A

Rear axle: 991.333.677.8A

Main spring

Front axle 240N/mm: 991.343.531.8C

Rear axle 260N/mm: 991.333.531.8C

Helper spring

Front axle 75/60/43: 996.343.537.90

Rear axle 80/60/60: 997.333.537.90

The rear axle rebound stop must be increased. Therefore the spacer ring of the suspension strut with the part number 991.333.468.8A must be replaced by the thicker spacer ring with the part number 991.333.468.8B.

Tie rods

The replacement of the inner Torx screw with part number: 999.073.252.09 by an external hex screw with part number: 900.378.030.01 is not subject to any restrictions.

2.7 Wheels (flange + rim) and tyres

STCC AB's specified single tyre supplier for the Championship is Michelin (dry and wet tyres). Only tyres approved and marked by STCC AB, delivered by the specified tyre-supplier Däckproffsen in Växjö are approved for use during this championship, for practice, qualifying, warm-up and races. All new tyres which the competitor intends to use during an event, must be collected from the specified supplier in conjunction with that event. Only the version of Michelin tyres with the following specification approved for the series races may be used for the duration of the events:

Slick tyres

Front: 27/65 R 18 Porsche Cup N2

Rear: 31/71 R 18 Porsche Cup N2

Wet tyres

Front: 27/65 R 18 P2L

Rear: 31/71 R 18 P2L

Porsche AG suggests that all competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. There are no specifications for the tyre pressure, but Michelin's recommendations and instructions must be observed. Only atmospheric air may be used to inflate the tyres. It is not permissible to ~~refit or~~ rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the official Michelin 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.

Wet tyres may only be used after the track has been declared wet by the Clerk of the Course/the Race Director for the session.

Route to and from the pit lane

The route to and from the pitlane for the free practice and the qualifying session may be taken on rain tyres.

Tyre marking

At each race event for the duration of the event, a maximum amount of sets of slick tyres for the front axle and rear axle of each vehicle can be marked by the Technical Scrutineers at given time as per the table shown below. This is valid for events with 2 classification rounds. The point of time for tyre marking and release is published in the Internal Event Schedule (tyre marking slick tyres, tyre pick-up). To clarify: 1 set = 2 front tyres & 2 rear tyres. Furthermore, the start numbers must be displayed on the tyres clearly.

Ordering of tyres

The tyres for the relevant event must be ordered from Däckproffsen/Michelin in good time at least 10 working days before the start (= set-up day) of the race event using the official order form.

Free practice

For free practice only slick tyres as shown in the table must be used.

Qualifying and race

Only the tyres marked for the relevant race event are allowed to be used for the respective qualifying and race (slicks). See table below. Only correspondingly marked tyres are allowed to be taken into the pit lane for qualifying and the race of the respective event. ~~There are no restrictions on the number of tyres.~~ Rain tyres may be used to drive to and from the pit lane for qualifying.

Guest drivers

The first event for guest drivers with a start number is the first time the start number is entered into the 2018 season of the Porsche Carrera Cup Scandinavia. The tyres rules as per the below table apply.

Tyre marking table:

	Rule 1	Rule 2
Race event	Opening event (first race event of a permanent starter with a late entry or first race event of a guest entrant)	Every additional race event (from the second entry of a guest or late entrant)
Slick tyres	<p>Max. amount: 3 <u>5 sets</u></p> <p>Tyre marking: max. <u>6 tyres (new)</u> 3-sets before free practice session. <u>These 6 tyres can only be used in the free practice session.</u></p> <p>max. <u>6 tyres (new)</u> 2-sets before the qualifying session. <u>These 6 tyres can only be used in the qualifying session and races.</u></p> <p>Used slick tyres must not be used.</p>	<p>Max. amount: 3 <u>5 sets</u></p> <p>Tyre marking: max. 1 set (new) + max. <u>6 tyres 2-set</u> (used) previously marked before free practice session. <u>These 6 tyres can only be used in the free practice session.</u></p> <p>max. <u>6 tyres (new)</u> 2-sets before the qualifying session <u>These 6 tyres can only be used in the qualifying session and races.</u></p> <p>For the free practice session and warm-up, only previously marked tyres which are allocated to a start number and which were used in a previous race event of the Porsche Carrera Cup Scandinavia 2018 can be used +max. 1 set new.</p>
Rain tyres	No restrictions.	No restrictions.

Tyre damage

If a marked tyre is damaged during qualifying, it may not be replaced by a new one.

If one or more marked tyres are damaged in a race and needs to be replaced, the relevant vehicle/driver will start from the last position of the starting grid. Damaged tyres may only be exchanged with the approval of the Technical Scrutineers and in agreement with Michelin. In this case the marking on the tyres needs to be transferred or applied retrospectively by the Technical Scrutineers.

The decision of the clerk of the course of the event will take the final decision regarding the severity of punishment. The vehicles placed behind the affected driver move forward accordingly. Where several vehicles have been involved in this type of tyre change, the relevant drivers shall be lined up at the back of the starting grid in the order of their qualifying results.

Treatment

All chemical, mechanical and thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session it is forbidden to cover the approved tyres.

Tyre logs

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

All tyre logs must be signed and presented to the Technical Scrutineers before the start of the respective session for which the tyres may be used.

No tyre is allowed to be used that is not listed on a signed tyre log that has been handed over to the Technical Scrutineers before the respective session.

2.8 Bodywork and dimensions

Overall car length and overhangs.

The overall length of the car is 4,547 mm +/-10 mm.

The front overhang is 1,043 mm +/-10 mm, measured from the middle of the wheel of the front axle to the leading edge of the vehicle (first point in the direction of the longitudinal axis, front lip included).

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).

a) External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

Windscreen

To protect the windscreen, so-called tear-off screens may be attached to the windscreen. Fitting will be checked and approved by Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers.

Side and rear windows

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

Part numbers:

Door window

L: 991.542.511.8B

R: 991.542.511.8B

Rear side window

L: 991.543.511.8A

R: 991.543.512.8A

Rear window

991.545.111.8A

b) Cockpit

Seat

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

The original mounting (seat rail and bracket) must be retained.

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 may be changed by taping in order to regulate the air inlet into the passenger compartment.

c) Additional accessories

Roof hatch

The vehicle has an opening in the roof in order to make using the KED System in the eventual recovery of the driver easier. The roof hatch is located above the driver and has opening dimensions of 420 x 420 mm.

The roof hatch is attached to the roof via 4 livelocks.

d) Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (with the driver in the vehicle and slick tyres in compliance with Art. 2.7, at 2.0 bar \pm 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time of the race event.

For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 78 mm and the clearance at the rear axle a minimum of 100 mm. The measuring points (see Attachment 7) at the front axle are the mounting bolts (M12 x 105) 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 may be changed within the existing adjustment range.

The following applies for vehicles of MY 2013: For the purpose of setting the measuring point on the front axle, the washer with part number: 991.341.641.8A of exactly 10 mm in thickness must be removed at the measuring point (in accordance with Attachment 7). The previously used bolts for securing the front axle carrier (height measuring point) must be replaced with bolts with the part number: 999.072.864.01 (M12 x 105). This results in the minimum ground clearance at the front axle of 78 mm. The front -underbody must be cut out in the area of the height measuring points in accordance with the picture in Attachment 8.

Measurement method

The minimum ground clearance of the ready-to-drive vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive vehicle including the driver onboard, standing on the measuring plate. If the measuring gauges can be moved under the measuring points described above, this confirms compliance with the minimum height requirement. Any measuring tolerances will be taken into account by the Technical Scrutineers. The Technical Scrutineers can also use instruments such as calipers or a depth gauge to determine the vehicle ride height instead of a gauge.

Measurement location

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

Failure to reach minimum height

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

e) Fixation pre silencer

Changes to the body to fix the pre silencer (cutting of insulation and rivet bolt) are permitted as under Attachment 9.

2.9 Aerodynamic devices

The original position of the wing section may 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. Taping of the side radiators for additional control of the coolant temperature is only permitted if the centre radiator has already been completely taped. The taping must be in black. The taping over of slots in the bodywork and openings is not allowed. One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the headlights. Complete masking of the filler flap on the fender is also approved. The masking of other body slits and openings is not permitted.

2.10 Electrical equipment

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

2.11 Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model year 2016 may be installed.

2.12 Lubrication system

Lubricants

Engine:

Mobil 1 OW-40 engine oil is compulsory. All additives are prohibited.

Transmission:

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

2.13 Data transmission

Radio system

The use of the radio system is allowed according to the Tävlingsreglemente STCC Mästerskapsracing 2018 paragraph 3.3.

The use of any other radio-based information transmission (e.g. telemetry) is forbidden.

Data recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the vehicle chassis number and must not be exchanged.

Only the setups approved by Porsche may be used for the duration of the event.

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

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

Any additional electrical connection to the vehicle wiring harness is not allowed.

Correct installation of the car radio must be approved by the Technical Scrutineers.

Other radio-based or electronic devices

The use of any other electronic devices in the vehicle (e.g. mobile phones) is prohibited.

2.14 Other

Seals

The following seals are affixed before delivery:

- Engine:
 - Valve cover, left (1x)
 - Valve cover, right (1x)
 - Oil pump, left (1x)
 - Timing gear cover, right (1x)
- In-/on-board camera (1x)
- Motronic control unit: connection for electronic control unit wiring loom (2x)

If seals and marks are applied to the vehicle by the Technical Scrutineers or Porsche AG, these must not be damaged, changed or reproduced.

If one or more damaged or missing seals or markings are discovered, the vehicle may be excluded from the event.

If the seal on the engine electronic control unit is opened to allow welding work to be carried out, without being requested to do so, the control unit must then be taken to the Technical Scrutineers for another inspection and to be resealed. Before the unit is resealed, the chronology of the work carried out must be submitted to the Technical Scrutineers. The removed seal has to be handed over to the Technical Scrutineers of Porsche.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after the end of the Parc Fermé.

Repairs subject to notification requirements

The opening of the seal on the Motronic control unit must be applied for in written form to the series organizer.

Non-observance of the mandatory reporting regulations

If it is established during Technical Scrutineering that seals have been opened without the approval of the Technical Scrutineers, the Technical Scrutineers reserves the right to refuse the Technical Scrutineering.

Cameras

Only in-board or on-board cameras which have been approved by the series organizer and/or STCC AB for legal sporting matters and TV purposes are permitted to be used. All participants are obliged to fit and use the TV cameras assigned by the series organizer and/or STCC AB in the respective car at the defined place according to the STCC AB standards. Installation shall take place in the team's working awning by trained personnel of the series organizer and/or STCC AB staff.

The image rights and copyright belong exclusively to STCC AB.

Notes

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

2.15 Timing transponder

A permanent MyLaps TranX 260 timing transponder mounted in the right front wheelarch according to Attachment 10 is compulsory.

Part 3: Attachments/Drawings

Attachment 1 – Technical Modifications of 911 GT3 Cup (Type 991) MY 2013, MY 2014 & MY 2015 for use in the Porsche Carrera Cup Scandinavia 2018

Required technical modifications on cars model year/version 2013

1. Automatic fuel cut-off valve

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

2. Transmission support

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

1 x	991.375.137.9B	Transmission bracket
2 x	999.507.075.40	Clip 4.0–12.0
2 x	900.378.332.01	Hexalobular 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	Hexalobular 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 (part number: 991.341.031.8C).

4. Rear-axle cross member

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

5. Brake pads at front and rear

The brake pads must be replaced by the new pads of the 'Sprint' type both at the front (part number: 991.351.942.8A) and at the rear (991.352.942.8A).

6. Mirrors

The exterior mirrors must be replaced by the latest, aerodynamically adapted version on both sides.

1 x	991.731.020.8A.C9A	AS mirror, right
1 x	991.731.019.8A.C9A	AS 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 part 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 bumper for this purpose. The following parts 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 bracket
- 1 x 991.612.857.8B Connector, vehicle side

Additionally required technical modifications on cars model year/version 2014 (requirement for vehicles model year 2013 is the modification to version 2014, see points 1-8)

9. 150 A alternator

The alternator must be replaced by the 150 A alternator with the following parts:

- 1 x 997.603.019.8A As 3-phase-generator
- 1 x 997.603.531.8A Bracket generator
- 1 x 900.385.042.01 Torx screw M8X35 10.9
- 1 x 900.385.001.01 Torx screw M8X20 8.8
- 1 x 900.385.274.01 Torx screw M10X25 10.9
- 1 x 999.513.075.40 Cable tie
- 1 x 900.385.148.01 Torx screw M10X55 10.9
- 1 x 900.377.011.01 Hexagon nut M10

10. Shifting system “Megaline”

The shifting system “Shiftec” must be replaced by the “Megaline” system with all components (compressor, valve block, shift actuator), see the following list:

- 1 x 991.618.355.8A As compressor shift
- 1 x 991.605.310.8E Slave cylinder transmission
- 1 x 991.618.485.8E As air line valve block+compr.
- 1 x 991.618.785.8E Air line
- 1 x 991.618.471.8B Valve block
- 1 x 991.618.795.8B Holder valve block
- 4 x 999.703.193.01 Damping device 15x15/M5
- 4 x 900.817.005.02 Hexagon nut M5
- 4 x 999.073.268.09 Screw M5X12
- 1 x 991.618.765.8A Adaptor cable valve block
- 4 x 996.355.857.9A Sleeve distributor
- 4 x 999.073.270.A2 Screw M5x20

11. Power steering line

The line of the power steering system (991.347.775.8A) has to be fixed to the steering rack accordingly to Bulletin 04/2014 of PCCD with the following parts:

CARRERA CUP SCANDINAVIA

1 x	8K0.611.797.E	Bracket
2 x	N 0209044	Cable strap

12. Fuel cell

The fuel cell was improved (electrical discharge protection, catch tank with flap valves, one intake pump) and has to be equipped with the following parts:

1 x	991.201.201.8A	As holder supply unit
1 x	991.201.697.8J	Cable loom fuel tank
1 x	991.201.343.8A	As fuel pump
1 x	991.201.637.8A	Filter fuel pump
1 x	991.201.197.8J	Set foam fuel tank
1 x	991.201.735.8B	Rollover valve
1 x	900.123.101.30	Sealing ring
1 x	991.201.043.8H	AS filler neck fuel

13. Front axle damper

The front axle damper was improved and has to be replaced with the following parts:

2 x	991.343.045.8D	As damper frontaxle
2 x	991.343.511.8B	Spring rest
2 x	999.084.128.01	Hexagon nut M14

14. Exhaust manifold with catalytic converter

The exhaust manifolds were optimized and have to be replaced by the following parts:

1 x	991.113.021.A1	As catalyst manifold left
1 x	991.113.022.A1	As catalyst manifold right

15. Rear axle suspension

The rear axle rebound stop must be increased. Therefore the spacer ring of the suspension strut with the 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 Spacer ring suspension strut.

16. Differential friction package

The differential friction package has to be replaced by the following parts:

6 x	991.332.981.8B	Clutch disk 1,4 mm internal geared
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Total of 6 pcs. pressure plates (external geared) of the different sizes:

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 2 – Badge Regulations 2018*

In due time prior to the first race event, all teams entered for the Porsche Carrera Cup Scandinavia 2018 will receive an adequate number of the obligatory badges for their drivers' racing overalls. All teams are obliged to affix these obligatory badges to their drivers' racing overalls as prescribed for the entire event.

Please note that for the embroidery/affixing of badges to racing overalls (FIA Standard 8856-2000) the following applies:

Embroidery sewn directly onto the overall shall be stitched onto the outermost layer only. Use of the flame-retardant material (NOMEX) in conformity with ISO 15025 is recommended.

The backing used for affixing the badge to the overalls shall be made of flame-retardant material (NOMEX) in conformity with the ISO 15025. Embroidery thread used to affix badges shall be flame-retardant (NOMEX) in conformity with ISO 15025. It is also advisable that embroidery thread used for badges shall be flame-retardant (NOMEX) in conformity with ISO 15025. When affixing badges and signs to overalls, heat-bonding shall not be used. Any embroidery or affixing of badges not complying with these conditions will result in the cancellation of the homologation of the overalls concerned.

Please use the following positions for the affixing of obligatory badges:

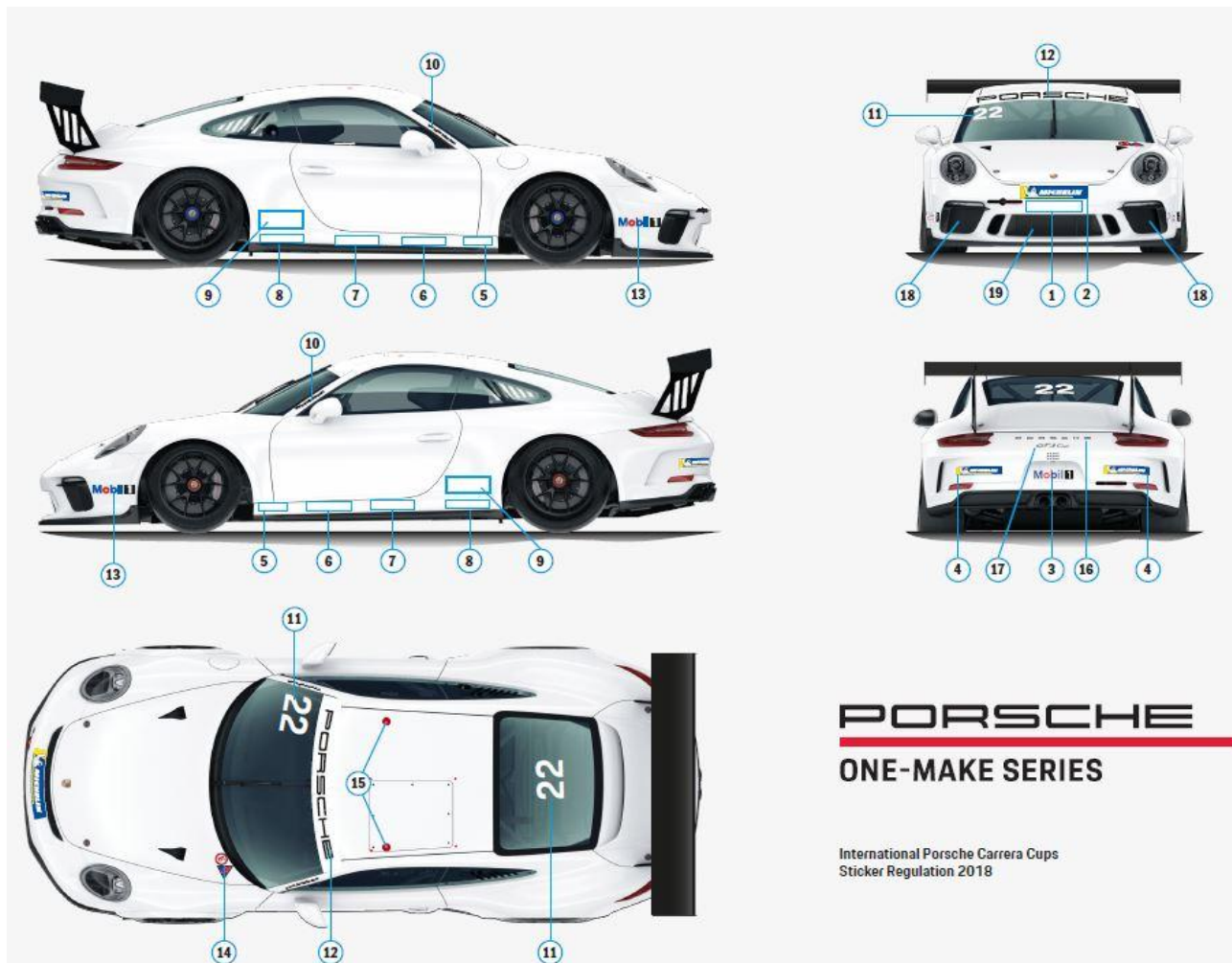


- A) Porsche Carrera Cup Scandinavia logo (width 130 mm)
- B) Mobil 1 logo (width 130 mm)
- C) Michelin logo (width 130 mm)
- D) Reservation Porsche (width 130 mm) * We reserve the right to make changes.

PORSCHE

CARRERA CUP SCANDINAVIA

Attachment 3 – Sticker Regulations 2018*



PORSCHE ONE-MAKE SERIES

International Porsche Carrera Cups
Sticker Regulation 2018

Number	Quantity	Size (mm)	Colour	Logo/Symbol	Positioning
1	1		red or white	Reservation PCCS	Front bumper
2	1	120 x 557	MICHELIN original colours	MICHELIN	Front bumper
3	1	70 x 290	MOBIL 1 original colours	MOBIL1	Rear bumper, affixed on delivered plate
4	2	61 x 361	MICHELIN original colours	MICHELIN	Rear bumper
5	2			Reservation PCCS	Door area, left and right
6	2			Reservation PCCS	Door area, left and right
7	2			Reservation PCCS	Door area, left and right
8	2			Reservation PCCS	Door area, left and right
9	2			Reservation PCCS	Side area left and right
10	2	30 x 360	black or white	www.porsche.com	A-pillar left and right
11	2	220 height	white	Starting number	Windscreen top right Rear window top center
12	1	Cut into shape		PORSCHE	Windscreen
13	2	70 x 290	MOBIL 1 original colours	MOBIL1	Front bumper left and right
14	1			Flash for current interrupter+ Letter 'E' for extinguisher	Front bonnet left
15	2		red with white outline	Mounting of integral two-mount rescue device	Roof
16	1		black or white	PORSCHE Logotype	Rear lid
17	1		black or white	GT3 Cup	Rear lid
18	2		black	Masking only permitted when central radiator has already been completely masked, please refer to the technical manual.	Side radiator mesh, left and right
19	1		Background: black, logo: white	Isolated team logo permitted. No further branding	Center radiator mesh

TBA	2	TBA height	black	Starting number	Left and right door, starting number plate
TBA	2	TBA x TBA	white with black frame	Starting number plate, incl. Porsche logo, PCCS identification + title sponsor (TBA)	Left and right door

Please note:

The obligatory stickers are to be obtained only from PCCS STCC AB. The minimum space between stickers must be at least 30 mm. The sticker positions 1–21 are strictly reserved for -Porsche AG.

~~If positions 3a and 3b are not used by STCC AB, they shall be available for team identification purposes upon written request until availability is revoked by STCC AB. Such revocation shall be announced in good time by the series organizer, at least 4 weeks prior to the revocation taking effect.~~

All advertising surfaces in direct visibility of the on-board cameras in the interior and exterior areas of the vehicle are reserved for PCCS STCC AB and cannot be used by the teams.

Exclusivity rule

Team sponsors who are competitors of the official series partners of STCC AB are generally not permitted. It is therefore prohibited to communicate advertising on the vehicle for companies and products that are in competition to STCC AB or its series and cooperation partners. With regards to the exclusivity of the partners of STCC AB the following rules apply (the exclusivity rule refers to the industry sector or to the product range of a manufacturer):

1. Mobil 1 is the exclusive partner for the 'Lubricant' product area. The teams are therefore prohibited from communicating advertising for companies and products that are in competition to Mobil 1 lubricants.

2. For the 'Fuel' product area, teams are allowed to advertise for other companies only under the following conditions and after submitting a written request to STCC AB

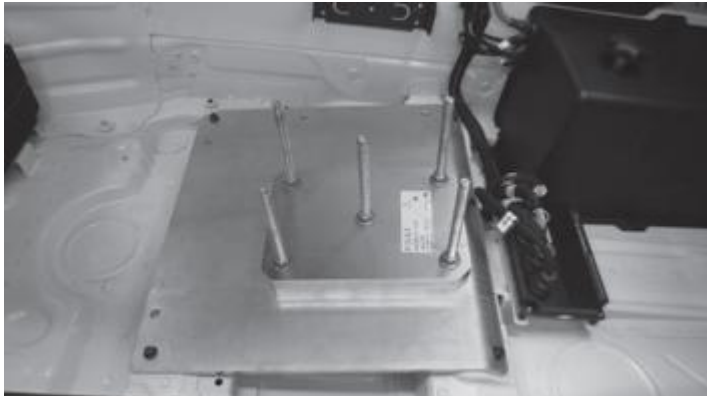
The 'Fuel' product brand must be clearly distinguishable from the group brand. Only the 'Fuel' product brand may be communicated. Examples V-Power or Ultimate.

3. In general, the following applies: No exemption is possible for partners of exclusivity category 1. For partners of exclusivity category 2, one release is possible on written request per product category and per team. The classification in exclusivity 1 and 2 will be defined individually per partner and is published in a separate list. For questions or additional information, please contact STCC AB directly.

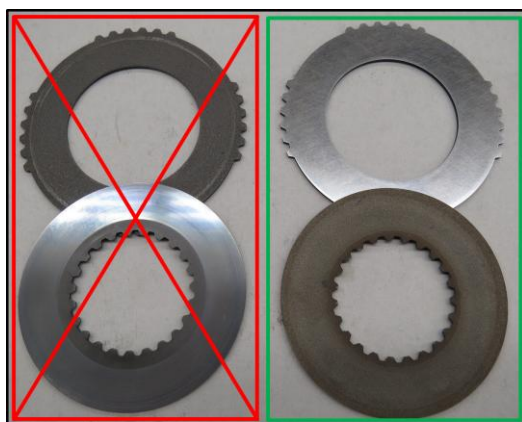
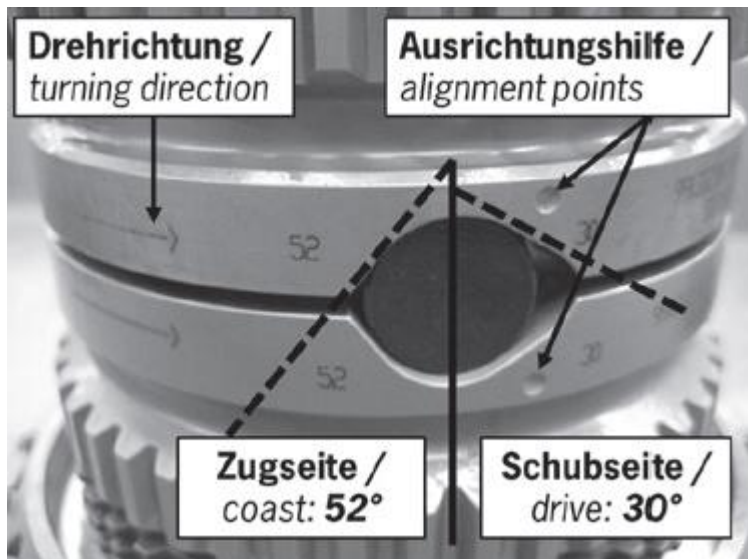
This is not valid for the ongoing season if the series or cooperation partner cannot be communicated before the first event. The current status can be requested from the series organizers where necessary.

* We reserve the right to make changes.

Attachment 4 – Ballast weights



Attachment 5 – Differential lock, ramp angle



Verbotene Konfiguration
Modelljahr 2013 / 2014 –
Forbidden configuration
Model year 2013 / 2014

Erlaubte Konfiguration
Modelljahr 2015 –
Permitted configuration
Model year 2015



Tellerfeder / belleville spring
Druckring / disk ring

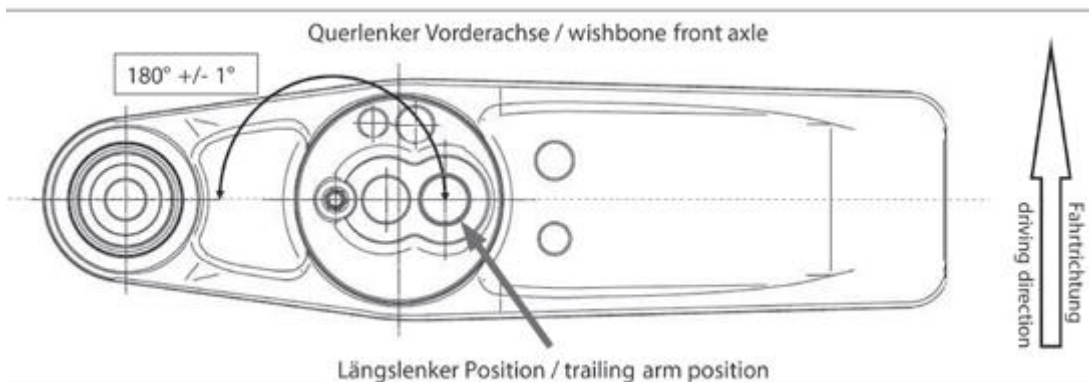
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk

Druckstück / thrust peace
Druckstück / thrust peace

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

Druckring / disk ring
Tellerfeder / belleville spring

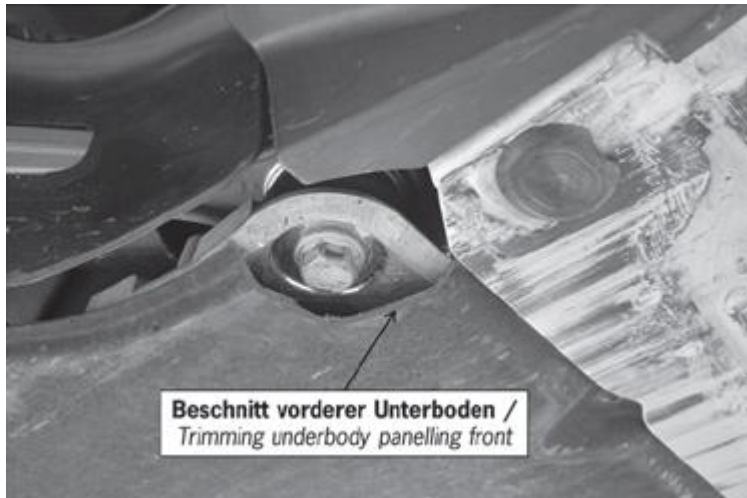
Attachment 6 – Wishbone



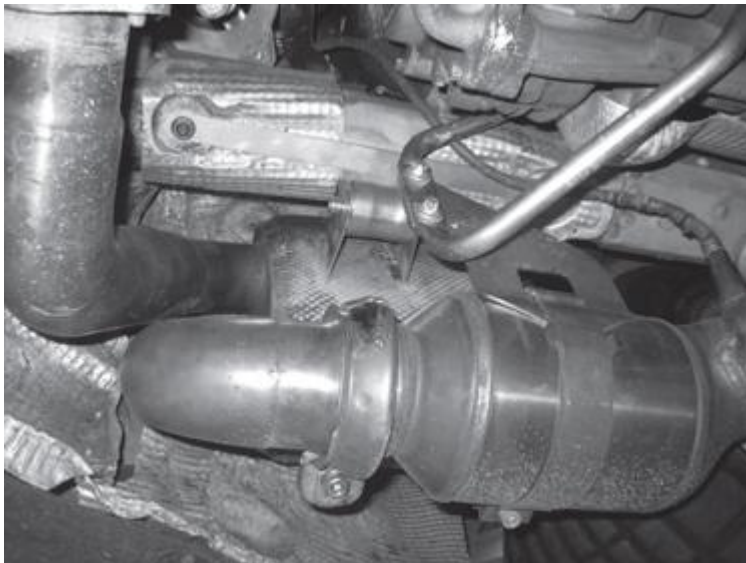
Attachment 7 – Minimum ground clearance, rear and front axle



Attachment 8 – Trimming of front underbody



Attachment 9 – Holder pre silencer



Attachment 10 – Transponder position

