



IMSA RULES 2017

Technical Regulations

PORSCHE GT3 CUP CHALLENGE 991.2 (Platinum) v1.0

Sanctioned by



INTERNATIONAL
MOTOR SPORTS
ASSOCIATION

One Daytona Blvd.
Daytona Beach, FL 32114
(O) +1 (386) 310-6500
(F) +1 (386) 310-6695
www.imsa.com

2017 TECHNICAL REGULATIONS Porsche GT3 Cup Challenge; Platinum

SPECIFICATIONS

Cars must comply with the requirements and technical specifications of these Regulations. IMSA will list on the IMSA website; the approved cars and Specific Applicable Regulations. For specifications not adequately described in the Regulations, IMSA may refer to maintenance manuals, parts books, and general catalogs published by the constructor.

SECTION 1 - PURPOSE

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.
- 1.3 Except where specified, all parts must be OE as defined in IMSA RULES Art 1. Transposition of parts from one model year to another is prohibited except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.
- 1.4 It is permitted to carry out work on a vehicle which is part of the regular maintenance of the vehicle or that 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 unless specifically permitted within these Regulations or authorized via Series Bulletin. Standard fasteners such as nuts, bolts, washers, circlips, spring washers, split pins, etc., must 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.
- 1.5 If, in the sole judgment of the Series Technical Manager, 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 Series Technical Manager 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.
- 1.6 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 OE parts using the OE fixation points as supplied by the manufacturer. Additional adjustment points within or outside the range must not be created by altering parts from their as-manufactured configuration.

SECTION 2 - CAR ELIGIBILITY

Platinum Cup Class: Model Year 2017 Porsche 911 GT3 Cup (type 991.2)

- 2.1.1 All bodywork must remain OE and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.
 - 2.1.2 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 removed.
 - 2.1.3 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.
 - 2.1.4 Wings: OE wing and wing mounts must be used. Neither may be altered in any way from their OE 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 OE position.
 - 2.1.5 The Gurney lip (wicker), Porsche Part# PMN.991.512.105.8A is required for Model Year 2017 (991.2) Cars. The Gurney lip must be attached to the top rear edge of the rear wing without alteration.
 - 2.1.6 Notwithstanding the above, the position of the wing element may be changed within the OE adjustment range. No additional adjustments or mounting holes may be made.
- 2.2 Windows
 - 2.2.1 Front and rear windows must remain OE, the use of rear window supports, including non-OE fasteners, is prohibited.
 - a. Damaged or cracked windshields must be approved by the IMSA GT3 Cup Technical Manager prior to on-track use.
 - 2.2.2 Side door windows must remain OE, with the following exceptions permitted:
 - a. Driver side door window may be removed and replaced with a window net meeting FIA Specifications (FIA Art. 253.11) or SFI Specification 27.1
 - b. Passenger side door window may be removed with no window net required.
 - 2.2.3 Rear side windows may be modified with air scoops or holes, but a minimum of 1" of the original border of the window must be retained. Rear side window may be retained with fasteners not greater than 6mm diameter, black in color, acceptable to IMSA Officials.

SECTION 3 – SAFETY STRUCTURE

3.1 Roll Cage

- 3.1.1 Full roll cages of approved design are mandatory. Material and construction specifications and recommended design 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.

SECTION 4 - SUSPENSION

OE main and helper springs must be used. All parts must be retained and in their original mounting positions, with the following exceptions:

4.1 Shock Absorbers (Dampers):

Model Year 2017 (991.2)

- Only the OE front and rear Sachs shock absorbers and H&R chassis springs in their original conditions may be used. The OE rear main chassis springs must be replaced with the 280N/mm springs Porsche Part# PMN.991.333.531.8C. The installation of any alternate chassis springs is prohibited.
- The following number is marked on the bump stops of the rear vibration dampers: 0049 5111 0 250
- Bump stops with any other markings are not allowed.

4.2 Anti-Roll Bars:

- Model Year 2017 (991.2) Cars must use OE Front (991.343.173.8A) and Rear (991.333.171.7A) Anti-Roll Bars.
- May be disconnected but no parts may be removed.
- May be adjusted using only OE range of adjustment holes.

- 4.3 Suspension Adjustment: The chassis may be modified within the scope of the specified OE 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:

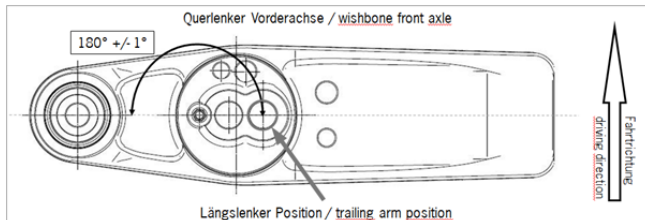
Model Year 2017 (991.2)

Front axle: 18 mm

Rear axle: 15 mm

- 4.4 Trailing Arm: Axle bearing points of the front and rear wishbones must be left in the OE position:

Model Year 2017 (991.2)



For Model Year 2017 (991.2) the screw positions of the trailing arms at the wishbone bearing points may not be modified.

4.5 Camber / Pressure

- The maximum permitted camber for Model Year 2017 (991.2) is Front -4.5° and Rear -3.5°
- Further camber and / or tire pressure guidelines may be communicated via IMSA or Manufacturer Technical Bulletin.

SECTION 5 - WEIGHT

5.1 Vehicle Weight

At all times during the Event, the minimum weight of the Car, with Driver properly attired in required racing equipment, must be as follows:

Model Year 2017 (991.2): 1295 kg-(to be confirmed.)

The addition of fluids or any type of ballast (such as ice or water in Driver cooling system) in parc fermé is prohibited.

5.2 Driver Weight:

Drivers must be present at Scrutineering at the beginning of the first Event with all required racing equipment to be weighed. This "Official Weight" will be rounded up to the next whole kg. For example; if a Driver and required equipment weigh 92.3 kg, the recorded weight will be 93 kg.

Once IMSA has recorded a Driver's Weight, this weight becomes the Official Weight. The Official Weight is used in Scrutineering for this and all subsequent Events. The Official Weight will not be changed after the start of an Event. However, a Driver may request to be reweighed at the beginning of an Event and a new Official Weight will be recorded and effective for that Event. IMSA may require a Driver to be reweighed at any time.

Cars are temporarily ballasted (by IMSA) to the Driver's Official Weight for all technical inspections during an Event and Drivers are not required to be present for any technical inspections unless specifically requested by the Series Technical Manager.

5.3 Ballast:

Model Year 2017 (991.2): Only original Porsche ballast components must be used. The ballast must be positioned in the designated fixing points in the position of the passenger seat according to the illustration in attachment 6. This is the only authorized location for ballast to be added to the Car.

- a. No weight may be removed from the OE structure of the Car and placed in the ballast box.
- b. IMSA may, at its sole discretion, determine any additional weight that must be carried on a Car for any phase of the competition.

SECTION 6 - STEERING

6.1 Steering wheel: Must be continuous and round.

6.1.1 Hub extensions are not permitted for Model Year 2017 (991.2). The adjustment facility in length and height which is available as standard may be used.

SECTION 9 - ELIGIBLE ENGINE

- 9.1 The engine must be originally sealed by Porsche Motorsport or returned to PMNA to be dynoed, examined and sealed (or by a PMNA / IMSA approved technical center). Contact PMNA at (714) 546-6939.
- 9.2 The entire exhaust system must remain OE, including interior and tail pipes.
- 9.3 Replacement of the engine block must be reported immediately to the Series Technical Manager in writing. If the engine block is changed following Qualifying, the Car must start the race from the back of the grid.

SECTION 10 – ENGINE CONTROL UNITS

- 10.1 Only the OE Engine Control Units (ECUs) with the OE programming are permitted. Tampering with or re-programming of the ECU is strictly prohibited. Except as provided for herein, additional components must not be installed between the ECU and the engine. The wiring harness must remain OE.
- 10.2 ECUs will be sealed to the connectors at Scrutineering. Tampering with or breaking the seals is prohibited. Only Series officials or authorized Porsche technicians may break the seals, which must then be replaced by the Series.
- 10.3 ECUs are subject to random seizure and replacement at any time.
- 10.4 Authorized Porsche and Series officials may access and inspect the ECU programming at any time.

SECTION 11 – ELECTRICAL EQUIPMENT

- 11.1 Pit-to-Car Voice Radios: Required in all phases of competition.
 - 11.1.1 Frequencies must be registered with IMSA's frequency coordinator (form at imsaracing.net).
 - 11.1.2 Teams are required to monitor IMSA Race Control frequency - see IMSA RULES, [Appendix B](#).
- 11.2 Driver Comfort Systems: Driver cooling and/or fresh air systems are permitted. Type and installation subject to IMSA approval. Ice chest must be placed in passenger seat ballast area or on the passenger floorboard.
- 11.3 Battery: May be replaced with a similar type, weight and size. Lithium Ion batteries are prohibited.
- 11.4 Model Year 2017 (991.2) must remain in OE location,
 - 11.4.1 Must be securely mounted and protected by a box made of insulating material.
- 11.5 Except for dry cell type, protection box must include a vent exiting outside the cockpit.
- 11.6 Model Year 2017 (991.2) Additional power requirements (i.e. Cooling Systems, Fresh Air Systems, etc) must be connected directly to Cosworth IPS via solid state relay as approved by PMNA.
- 11.7 Any additional electrical connection or modification to the vehicle wiring harness is prohibited.
 - 11.8 Timing Transponder: As per IMSA RULES Art. 25.1 and 25.6.10 each Car is to be fitted with an approved hard-wired timing transponder mounted in the right front wheel well. It must power up when the master switch is on.

Section 12 - LIGHTING EQUIPMENT

- 12.1 Cars must have at least two (2) operating red brake lights and two (2) taillights. Amber brake lights are prohibited
- 12.2 If so equipped, headlights must be protected against breakage. Headlights may be taped.
- 12.3 Headlights: In addition to 19.6 the 2 main headlights shall be switched on continuously when the car is running on the track or in the pitlane.
- 12.4 During a Competition, the Race Director may accept one (1) functioning headlight (when applicable), one (1) functioning taillight and/or (1) functioning brake light due to damage or equipment failure or as otherwise specified.

SECTION 13 - ENGINE CONTROL UNIT (ECU)

- 13.1 Only the OE Engine Control Units (ECUs) with the OE programming are permitted. Tampering with or re-programming of the ECU is strictly prohibited. Except as provided for herein, additional components must not be installed between the ECU and the engine. The wiring harness must remain OE.
- 13.2 ECUs will be sealed to the connectors at Scrutineering. Tampering with or breaking the seals is prohibited. Only Series officials or authorized Porsche technicians may break the seals, which must then be replaced by the Series.
- 13.3 ECUs are subject to random seizure and replacement at any time.
- 13.4 Authorized Porsche and Series officials may access and inspect the ECU programming at any time.

SECTION 17 – DRIVE TRAIN

- 17.1 Transmission – OE. Transmission must either be originally sealed by PMNA / PMNA Partner, or examined by PMNA / PMNA Partner and sealed.
- 17.2 Differential – OE. Must be sealed together with transmission by PMNA or PMNA partner.
- 17.3 Clutch – OE.
- 17.4 CV Joints and Axle – OE.
- 17.5 Gear Ratios – OE.

Gear #	2017 Ratio
1 st	13/41
2 nd	17/40
3 rd	19/36
4 th	19/29
5 th	24/30
6 th	34/35

- 17.6 Model Year 2014 (991.2) cars are equipped with the Paddle Shift System.
- 17.7 "Blipper"

Model Year 2017 (991.2) Cars are fitted with OE auto-blipper.

SECTION 18 - BRAKE SYSTEM

- 18.1 The brake system (including calipers, rotors, master cylinders, and pads) must be OE parts. Master cylinders must be maintained in their original front and rear hydraulic circuit position.

SECTION 19 - TIRES

- 19.1 IMSA regulates the eligibility of tires in Competitions in order to promote equality.
- 19.2 Traction compounds or any substance that might alter the physical properties of a tire as supplied by its manufacturer are prohibited.
- 19.3 Tire warmers and any other means of artificially warming tires are prohibited.
- 19.4 Racing Tires: Mandatory, unless SSR or SR provide otherwise.

SECTION 20 - WHEELS

- 20.1 By vehicle Model Year, the following wheels (Part Number, Size and Offset) are mandatory:

Model Year 2017: APP Wheels	991.362.131.8A	10.5"x18" Front w/ 28mm OS
	991.362.151.8A	12"x18" Rear w/ 53mm OS

- 20.2 All wheels must be clearly and permanently marked with Car number.

- 20.3 A minimum of three sets of wheels recommended.

SECTION 21 - FUEL CELLS

- 21.1 Fuel cells meeting FIA-FT3 specification or higher are required on all Cars, must be mounted outside the Driver's compartment, separated by firewalls, flame and leakproof, 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.
- 21.2 Model Year 2017 (991.2)
 - a. Modifications to the OE Fuel Cell and associated components is prohibited.

SECTION 22 - SAFETY AND EQUIPMENT

Fire Extinguisher Systems
General

Cars must be equipped with an IMSA approved fire extinguisher system.
The use of BCF or NAF products is prohibited.

22.1.2 Specifications

The system must be one homologated by the FIA in accordance within Appendix J, Article 253-7.2 or a minimum capacity of 10 lb. or equivalent of, Novec 1230, or FE36.

The Systems must be securely mounted, so that the required gauge is visible at all times, subject to IMSA approval.

The nozzles must be suitable for the type of extinguishing agent and must not be installed to point directly at the driver's head.

The system must be as installed by PMNA. The "anti-torpedo" tab must be installed.

22.1.3 Fire Extinguisher Actuator

a. The release mechanism must be within reach of the Driver, seated normally with seat belts fastened.

b. A sticker "E" must be affixed to the outside bodywork as near to the release location as possible.

22.1.4 Servicing and Certification

a. All system components must be used and serviced per supplier's specifications.

b. Systems are certified for a 2 year period.

c. All systems must be manufactured or recertified in this period and have the certification present on each extinguisher.

22.2 Seats

22.2.1 Model Year 2017 (991.2): OE Recaro seat is required:

a. The seat can be adjusted by removing or adding upholstery.

b. Only PMNA padding may be used.

c. The original mounting (seat rail and bracket) must be retained. Changes require the consent of PMNA and IMSA.

22.3 Safety Belts:

22.3.1 OE belts are strongly recommended:

a. Alternate belts must meet current FIA or SFI certification and must bear the label of certification. Belts must be specified by the manufacturer as being compatible with the HANS device. A 6-Point Driver's restraint system (7-point recommended) lap belt and shoulder harness to FIA standard 8853-98 or SFI 16.5 standard is required.

b. The system must conform to manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the Manufacturer's instructions. The system must be dated by the manufacturer, and must not be used beyond two (2) years after date of manufacture.

c. The Frontal Head Restraint System, used in accordance with [Art. 20.1.4](#) of the IMSA RULES, must be compatible with the seat belt.

22.3.2 Competitors are responsible for ensuring that any seat, belt and mounting are compatible, properly installed, appropriate and safe for competition. IMSA 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 IMSA. The driver seat may be filled with expanded foam to suit the Driver's morphology.

22.4 Driver Net Installation:

22.4.1 For seats with lateral head supports, installation of net must be in contact with the head support and attached slightly inboard at the rear, so as to partially wrap around the support. Net must be installed with some tension.

22.4.2 The upper strap of the net must be at or above the center of gravity of the helmet of the Driver of the Car.

22.4.3 Center and door-side nets are required. Porsche after sales safety nets, IMSA approved SFI 37.1 Kevlar approved nets and mounting kits are permitted.

22.4.4 The Safecraft 90-10000 Ratchet/Release is permitted in the center net position.

22.4.5 The system must be dated by the manufacturer and must be replaced per the Manufacturer's specification.

22.4.6 Type 991 cars must use the Safecraft "bullet" release on the left side net in conjunction with the required Porsche Motorsports mounting kit. Welding to the roll cage is prohibited.

22.5 Towing eyes: Front and rear towing eyes as supplied with the Car must be properly mounted and marked per IMSA RULES

22.6 Two external rear view mirrors are required. Minimum dimension of each external mirror: 100 cm². A Car missing a mirror(s) may be stopped by Race Control until the deficiency is corrected.

22.7 Reflective or mirror window treatments are prohibited.

22.8 All areas of the cockpit (including roll cage tubes, upper frame rails and any other object) that are in proximity to the Driver's normally seated and belted position must be padded. Padding must be approved dense-foam hard coat, (SFI or FIA approved padding).

SECTION 23 - DATA RECORDING

Telemetry

Any method of wireless transmission of data to or from the Car is prohibited, with the exception of:

23.1.1 Autonomous lap-time display on dash.

23.1.2 Pit-to-Car Voice Radios: Required in all phases of competition.

23.1.2.1 Frequencies must be registered with IMSA's frequency coordinator (form at www.imsa.com/competition-forms).

23.1.2.2 Teams required to monitor IMSA Race Control frequency - see IMSA RULES, [Appendix B](#).

23.1.3 Timing transponder. As per IMSA RULES each car is to be fitted with an approved hard-wired timing transponder in an approved manner and location, inside the right front fender well.

23.2 Chassis Data Recording:

- 23.2.1 Must utilize OE dash as supplied with vehicle.
- 23.2.2 Data collection permitted, however:
 - a. Use of the factory-fitted OE data recording system is required: Model Year 2017 (991.2) Cosworth Omega ICD-P.
 - b. Sensors are limited to those listed in the corresponding model year Porsche GT3 Cup Technical manual.
 - c. The installation of optional steering angle sensors and brake pressure sensors (one front and one rear) and expansion of memory are permitted. The use of genuine components manufactured by Cosworth are required.
 - d. For Model Year 2017 (991.2) the use of GPS, Cosworth Part # 01F-050660-DTM, is permitted. Without exception, Model Year 2017 (991.2) Cars are required to use the Series-provided Cosworth lap-trigger beacon for all IMSA Official Sessions.
 - e. All other sensors, connected or disconnected, are prohibited, including, but not limited to: shock potentiometers and ride height sensors.
 - f. Any method of wireless transmission of data to or from the Car is prohibited except as noted in Technical Regulations Art. 8.1.
 - g. All recorded data relating to the free practice, qualifying or classification round must be made available to IMSA or PMNA.
 - h. IMSA will deploy lap beacons in designated locations at each Event for all data systems and for all IMSA Sanctioned series, Individual team beacons are not permitted in any location on the circuit.
 - i. The following units and channels will be utilized:
 - 1. Motec: channel code 9.99
 - 2. PI 32 Channel Monster; set to channel code zero
 - 3. Pi 10 Channel Monster: set to channel code zero

23.3 IMSA reserves the right to access stored data during the Event.

SECTION 24 - IN-CAR CAMERAS: Permitted

- 24.1 Camera and mounting must be approved by IMSA.
- 24.2 IMSA reserves the right to impound any in-car camera footage for any purpose.
- 24.3 A Team may be required to fit and use cameras as assigned and provided by IMSA.
- 24.4 Team must execute and maintain a current media rights and usage license per IMSA RULES.

SECTION 25 - DIMENSIONS

25.1 Wheelbase: Measured from the center of the rear hub to the center of the front hub.

Model Year 2017 (991.2) 2456mm +/- 15mm.

25.2 Overall Length and Overhang:

Model Year 2017 (991.2)

- a. The overall length of the car is 4577 mm +/- 10 mm.
- b. The front overhang is 1046 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 splitter included).
- c. The rear overhang is 1075 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).

SECTION 26 - RIDE HEIGHT OF VEHICLE (GROUND CLEARANCE) (SEE ALSO TECHNICAL REGULATIONS ILLUSTRATION 1):

26.1 The minimum ride height clearance of the ready-to-race vehicle (with ballast in the vehicle equal to the Drivers' "Official Weight") and Dry-Type tires in accordance with SSR Art. 11.17, (set at 29.0 psi \pm 1.5 psi, or 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 during the Event.

26.2 At any time during the Event, the ride height clearance at the front of the Car must be a minimum of 78 mm for 2017 Cars and the ride height clearance at the rear of the Car, a minimum of 100 mm for 2017 Cars. The measuring points are as shown in Illustration 1. At the front they are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface. At the rear they are the machined surface on the side section in relation to the reference surface. The ride height must only be changed within existing adjustment range.

SECTION 27 - MISCELLANEOUS

27.1 Exhaust: Mufflers and Catalytic Converters

27.1.1 Additional mufflers may be required to meet local sound ordinances (Per SR).

27.1.2 All 2017 Cars must be fitted with the Super Cup exhaust system, part # 99711125194 LH and 99711125294 RH and all associated installation hardware.

27.2 Drinking system

27.2.1 A drinking system without an electric pump may be used.

27.2.2 Installation subject to IMSA approval.

27.3 Windows

27.4 Concealed pressure type containers, feed lines or actuating mechanisms are prohibited, even if inoperable.

27.5 Aerodynamic aids:

27.5.1 The use of tape or any material to cover the radiator openings is prohibited. Taping over of body slots and openings is not allowed.

27.5.3 The use of tape to cover any mechanical components or adjustments is prohibited.

APPENDIX A. - SAFETY EQUIPMENT

Appendix A – Safety equipment regulations shall be used in conjunction with the 2017 IMSA Technical Regulations for the GT3 Cup Challenge Series Car.

A.1. Driver Restraint System

A.1.1. The Driver harness must comply with FIA standard 8853-1998 or SFI 16.5-approved 6-point seat belt restraint system displaying a valid FIA or SFI label.

A.1.2. The seat belt restraint system must be installed in accordance with the directions provided by the system supplier and/or manufacturer. In addition, please note the following guidelines:

- a. Belts must be replaced after a severe collision and whenever the webbing is cut, frayed or weakened due to the actions of chemicals or sunlight.
- b. Belts must be replaced if any buckles are bent, deformed, rusted or not functioning correctly.
- c. All belt components must be installed at each anchor point to prevent accidental release or opening.
- d. Attaching individual belt straps to each other by any means is prohibited.

A.1.3. It is the responsibility of the Driver and Team to ensure the seat belt restraint system and all associated components are correctly labeled, installed, maintained and properly used.

A.2. Racing Seat

A.2.1. Refer to Technical Regulations for GT3 Cup Challenge Car.

A.3. Window Nets

A.3.1. Refer to Technical Regulations for GT3 Cup Challenge Car Section 2.2.2. If utilized the Driver's side window net meeting FIA Specifications (FIA Art. 253.11) or SFI Specification 27.1 is required. It must latch in the upper corner with a seat belt style latch and the bottom of the net must be attached to the roll cage or upper door bar and must not be mounted to the bodywork.

A.3.2. The use of cables and chains to secure the net to the driver side door bars is prohibited.

A.3.3. The placement and size of the window net must be chosen to minimize the opening of the door window space providing the best protection for the driver.

A.3.4. The system must be dated by the manufacturer and must not be used beyond two (2) years after the date of manufacture.

A.4. Racing Nets

A.4.1. For all cars in this class, the use of center- and driver-side racing nets is mandatory. Nets may be Porsche Motorsports North America after sales parts or nets as indicated in A.4.2.

A.4.2. Racing nets must meet SFI 37.1 specification or FIA standard 8863-2013 are permitted. (FIA link: FIA Standard 8863-2013)

A.4.3. Racing net must not be used after the manufacturer's expiration date. For SFI-approved racing nets the expiration date is two (2) years past the date of manufacture and for FIA-approved racing nets the expiration date is December 31st of the year of expiration as shown on the manufacturer's label.

A.4.4. Racing nets must be installed in accordance with the directions provided by the system supplier and/or manufacturer. In addition, please note the following:

- (A) Racing nets should be installed parallel to the centerline of the Car and as close to the helmet as possible, with minimal angular divergence permitted.
- (B) The horizontal webbing should be located toward the driver.
- (C) The racing net must only be used as designed by its manufacturer. It is prohibited to alter the racing net. Signage, equipment, etc. attached to the racing nets that reduce the design purpose of the net for the Driver is prohibited.
- (D) The racing net must be installed with enough tension to provide the Driver adequate support in the event of an angular crash.
- (E) The net must be installed as far forward as necessary to provide the Driver the best protection possible.

A.5 Protective Padding

A.5.1. Where the Driver's body could come in contact with the safety cage, flame retardant padding must be provided for protection (FIA Appendix J 253)

A.5.2. Driver's left side footwell must be outfitted with leg support panel RPX.IP Porsche Intrusion Panel or Porsche Intrusion protection. Right side of footwell may be outfitted with padding on the center tunnel.

A.5.3. Padding used to protect the Driver must comply with FIA standard 8857-2001 or SFI 45.1. Padding must be securely affixed to prevent rolling or displacement. (FIA link: [FIA Standard 8857-2001](#))

A.6. Fire Suppression System

A.6.1. Refer to Technical Regulations for GT3 Cup Challenge Cars Section 2.2.1.

A.8 Towing Eyes

A.8.1. Refer to Technical Regulations for GT3 Cup Challenge Cars Section 22.5.

A.9. Safety Light System

- A.9.1. Cars must use the IMSA Course Condition in Car Safety System (IMSA Safety Light System). The system must be installed per the provided directions, including the mounting of the external antenna. The receiver and complete harness must be installed as a system.
- A.9.2. Cars must have the system properly functioning prior to any Session.

ILLUSTRATION 1: RIDE HEIGHT MEASUREMENT LOCATIONS (GROUND CLEARANCE)

Model Year 2017 (991.2)

