**APPENDIX D**

**Measured Weight and RWHP Class Placement Worksheet**

Porsche Club
Porsche Owners Club

Name: Tom Mueller POC Membership # 10,752 Car # 667 Date: 08/05/2026

Year: 2,019 Make: Porsche Model: 991.2 GT3 CUP

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Measured Horsepower | Measured Rear Wheel Horsepower (RWHP) - highest of three (3) consecutive pulls (**or** if the Torque is higher than the HP, then use the highest Torque number) | | | | | 479.90 | | |
| Adjusted Horsepower<br>N/A for BSR and SCR | If RWHP was measured using a Dynojet Dynamometer multiply results by 0.95. For a Mustang Dynamometer multiply by 1.1. Otherwise enter measured RWHP. | | | | | 479.90 | | |
| Car Class | Indicate car class by selecting S(tock), M(odified) or GT. | 992 S ☐ | 991.2 S ☑ | 982 S ☐ | BSR ☐ SCR ☐ | S ☐ | M ☐ | GT ☐ |
| Tire Type<br>N/A for BSR and SCR | Indicate tire category - Tube Framed cars must select slicks. | DOT >/= 200 ☐ | DOT <200 & >/= 100 ☐ | | | DOT < 100 ☐ | Slicks ☑ | |
| Base Class Multiplier<br>N/A for BSR and SCR | Using the table below, select and enter the desired class and minimum weight multiplier (lower of the two numbers for the range) for the chosen tire type. | | | | | Base Class | Multiplier | |
| Minimum Weight | Multiply adjusted RWHP by the Base Class Multiplier to determine the car's minimum weight, with driver, in pounds. | | | | | 2,910 | | |

☑ Dyno Jet .95 455.90 0 ☐ **Mustang** 1.1 527.89 0 **992S-3,026 991.2S-2,910 982S TD 3,100 COMP 3,125 MR 3,150 BSR-2,650 SCR-2,450**

| Base Class | DOT Tires >/= 200 UTGQ | DOT Tires <200 and >/= 100 UTQG | DOT Tires < 100 UTQG | Non-DOT Tires (Slicks) |
|---|---|---|---|---|
| 1 | less than 5.51 lbs./RWHP | less than 6.01 lbs/RWHP | less than 6.51 lbs/RWHP | less than 7.01 lbs/RWHP |
| 2 | 5.51 to 7.50 lbs./RWHP | 6.01 to 8.00 lbs/RWHP | 6.51 to 8.50 lbs/RWHP | 7.01 to 9.00 lbs/RWHP |
| 3 | 7.51 to 10.00 lbs./RWHP | 8.01 to 10.50 lbs/RWHP | 8.51 to 11.00 lbs/RWHP | 9.01 to 11.50 lbs/RWHP |
| 4 | 10.01 to 12.50 lbs./RWHP | 10.51 to 13.00 lbs/RWHP | 11.01 to 13.50 lbs/RWHP | 11.51 to 14.00 lbs/RWHP |
| 5 | 12.51 to 15.00 lbs./RWHP | 13.01 to 15.50 lbs/RWHP | 13.51 to 16.00 lbs/RWHP | 14.01 to 16.50 lbs/RWHP |
| 6 | 15.01 to 18.00 lbs./RWHP | 15.51 to 18.50 lbs/RWHP | 16.01 to 19.00 lbs/RWHP | 16.51 to 19.50 lbs/RWHP |
| 7 | > 18.0 lbs./RWHP | > 18.50 lbs/RWHP | > 19.00 lbs/RWHP | > 19.50 lbs/RWHP |

**Dynamometer Certification**

Provider Name: 911 Design Address: Phone:

Dyno Make & Model: _____ Operator's Name: _____

1) Test shall include 3 reproducible dyno runs made for each fuel/timing map with the car at normal race temperature, and the tires inflated to a minimum of 28psi, in either 4th gear or the gear closest to a 1:1 ratio.
2) SAE correction shall be used along with a smoothing factor of 4 or 5.
3) Dyno shall run to rev limiter or show decreasing power for 300 rpm's from the peak WHP level.
4) Engine, ECU, boost controller, adjustable throttle stop, etc. settings shall only be altered between dyno runs to obtain the required 3 additional tests for an alternate ECU/Fuel/Timing map and/or boost controller settings.

**Adjustable Engine Management Declarations:**

Does this car utilize an adjustable engine management system, adjustable throttle stop (mechanical or electronic), intake restrictor plate, boost controller, or one of multiple "chips" to achieve the RWHP claimed on this dyno sheet? Yes: ☐ No: ☑

If Yes, please provide, on a separate page, the system description, method of adjustment, settings used for this measured RWHP dyno run, and how to verify these "chips", settings or dimensions at the track. Please sign and date this separate declaration.

**Signatures and Declaration:**

The dyno results attached and the information on this form(s) are certified as being true and correct by both the competitor and the dyno operator.

Owner's Signature Dyno Operator's Signature Date

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