

PORSCHE

SPRINT CHALLENGE
SOUTHERN EUROPE

Part 2 – TECHNICAL REGULATIONS 2026

Name of the Series:

Porsche Sprint Challenge Southern Europe

Status of the Series/Events: Iberian Trophy

Foreword:

CUP CHALLENGE BENELUX B.V., hereinafter called the Series Organiser, is hosting the Porsche Sprint Challenge Southern Europe for 2026.

Organization Cup Challenge Benelux B.V.
Maastricht Randwyck
Robert Schumandomein 2
6226 ES Maastricht
The Netherlands
T+31 (0)43 790 1000
Licence number: KNAF 323

Contact Lars Plato – Series Manager
Mobile: +32 11 93 61 46
E-Mail: lars.plato@cupchallengebenelux.com
Home page: www.sprintchallengesoutherneurope.com

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1. **Foreword**

The Porsche Sprint Challenge Southern Europe 2026, hereinafter called the Series, is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), and the National Sporting Regulations of the RFEDA. The series allows the Competitors to compete with the Porsche 911 GT3 Cup (type 992) and Porsche 718 Cayman GT4 RS Clubsport, built in the years as specified. All Cars need to be in the specification such as they left the factory, except when this is clearly allowed by these Regulations. If at any time a team is in doubt about their Car's legality, either because of after-market modifications made to the Car in its history or because they have fitted original parts sold some time after the production of their specific Car, then they are encouraged to have the Car checked by the Series' Technical Manager.

2. **Chapter subdivisions**

The hierarchy of the chapters is shown in the example below.

The regulations stipulated in Part A, apply to all competing Cars or are clearly indicated as an exception. Further in Parts B and C are all the general rules mentioned per model group (911/Cayman). Thereafter for each model, a separate chapter is dedicated to the rules specific to the models. In some cases, another subchapter is created to indicate the technical rules per model year or generation.

992 must comply with PART A => PART B => PART C => C.01

GT4 RS must comply with PART A => PART B => PART C => C.02

3. **Source of spare parts catalogues**

Spare parts catalogues, manuals, technical info, etc:

Porsche:

- PMRSI (motorsport.porsche.de)
- Porsche Centre
- Manthey Racing
- Further applications: silvio.battain@prospeed.be

Sales Porsche Motorsport parts & Equipment:

Sales Manthey Racing Parts & Equipment:

Sales Porsche Series parts & Equipment:

Prospeed Competition bvba
Industrieweg 2050
B-3520 Zonhoven
Belgium
peter.reyniers@prospeed.be / raceparts@prospeed.be

Official Michelin Tyre Supplier:

Álvarez Competición S.L.
Ester Álvarez Giménez
Tfl. 91 861 01 77
ester@neumaticosalvarez.com
www.neumaticosalvarez.com

4. **Definitions**

PSCSE	Porsche Sprint Challenge Southern Europe as the series organiser.
TR	Technical Regulations
Team	The entrant and entrant personnel
MY	Model Year indicates the model version
Gauge block	A calibrated tool with specific dimensions, which are not variable.
PPN.	Porsche part number
MTHPN.	Manthey Racing part number
MR	Manthey Racing

5. **Part numbers Porsche**

Part numbers are indicated by the abbreviation 'PN'. Part numbers starting with 'MTH' refer to 'Manthey Racing' parts. Those parts can only be found in the Manthey Racing catalogue from the concerned Car. Other part

numbers not starting with 'MTH' are 'Porsche Motorsport' or 'Porsche Road' parts. In the Porsche Motorsport catalogue of the concerning Car, it is indicated if the part is a Motorsport or a road part.

Part A.: General Technical Regulations

In 'Part A Porsche Sprint Challenge Southern Europe General Technical Regulations' are the Technical Regulations described as valid for all competing Cars or mentioned otherwise in the specific regulations per Class or Car type.

6. General

Everything that is not expressly permitted in these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules. Work may be carried out within the normal scope of Car maintenance or to replace parts damaged as a result of wear or accidents. Modifications and built-in components are only allowed within the scope defined further in these Technical Regulations. Parts damaged as a result of wear or accidents may only be replaced by genuine parts which are dedicated to the eligible Cars. The use of racing components manufactured by the designated manufacturer for other groups of Cars (e.g. road Cars) is prohibited. Standard fastening components on the complete Car, such as nuts, bolts, washers, spring rings, spring washers, and split pins, may only be replaced by genuine parts. In the case of threads, the thread type, size and pitch are to be retained. Only genuine spare parts must be used. This means it is not allowed to use identical parts from the same manufacturer without the PPN indication. If the entrant has doubts regarding any parts being original, the entrant must check this with the Technical Manager, but it is the responsibility of the entrant to only use original parts. Parts and bodyshells must not be modified. In case of damage, the Car must be repaired to its original state. The entrant who engages/signs up for the Porsche Sprint Challenge Southern Europe championship accepts and acknowledges these Technical Regulations. In any case, it is the responsibility of the entrant to be in accordance with these Technical Regulations.

The Porsche Sprint Challenge Southern Europe Organiser reserves the right to change the minimum Car weight at all times. These organizations also have the right to exclude or reject a Car if the Car type and/or performance doesn't fit in the global mindset or goal of the Porsche Sprint Challenge Southern Europe.

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, or Parts Catalogue, then these Technical Regulations will take precedence.

Any requirements specified in a Technical Manual, Technical Information, Software Versions and/or Parts Catalogue may be updated by Porsche AG. For Software, only the latest version is valid. Set Ups (based on the latest version) may be varied within the parameters allowed by Porsche AG. Any requirements may be varied for any specific competition by means of a Stewards of the Event Bulletin issued at the Event.

The tools and/or measuring equipment used by the Technical Scrutineers during scrutineering is binding and any appeal or prosecution against the tools/measurement equipment in any way is not allowed. As described further in these regulations the entrant has the possibility to use the tools/measurement equipment of the organisation, to check his Car if it is complying with these Technical regulations. This way the entrant has the possibility to compare the measuring result, taken with the entrant's measuring equipment, with the results taken with the measuring equipment of the organisation, and adjust the Car accordingly to these Technical Regulations.

The scales (used to weigh the Cars, Drivers, fuel or parts) are included in the kit with 'tools and measuring equipment' used by the scrutineer. This means that any appeal or prosecution against the scales used by the scrutineer is not allowed.

At the start of the Pre-Event Technical Scrutineering, which means the Technical Scrutineering before the first qualifying session, the Technical Scrutineers and/or Series Organiser indicate to the entrant where the ground clearance and Car weight will be measured. This can be done by mentioning it in the Supplementary Regulations, by bulletin, any other team info or verbal message. The ground clearance is measured on a surface indicated by the Technical Scrutineers and/or Series Organiser. This 'surface' can be a measuring plate, a surface exclusively designated for this purpose or any other surface. This surface is the reference surface, and this surface is binding. Any appeal or prosecution against 'the reference surface' in any way, is not allowed.

In case of any discussion, unclarities or lack of the technical regulations, the series manager, technical manager and technical scrutineer of the Event will decide on the matter. Later on, this decision, clarification or addition to the technical regulations will be translated in a bulletin to the technical regulation.

7. Pre-Event Scrutineering

Before the start of each Event, a Pre-Event scrutineering timetable will be made up. It is the team's (entrant) responsibility to attend the scrutineering in time, at least 5 minutes in advance. If the Competitor can't attend in time, the Technical Scrutineers must be informed before the start of the Pre-Event scrutineering session. If this isn't the case a penalty will be decided by the Stewards of the Event. Per Car, only 2 mechanics, 1 team manager and the Driver of the Car are allowed in the scrutineering area. All persons whose Car isn't scrutineered at the moment, aren't allowed in the scrutineering area. The Car will be checked on safety, documentation, additional ballast sealing, Car layout, general conformity and camera system.

The Competitors need to present their Cars in perfect condition. This means that the Cars need to be clean, in- and outside. Damage from previous Events will not be tolerated. Body parts must be repaired or changed, before the pre-scrutineering, if they were damaged during a previous Event. Tape as a temporary repair solution on body parts will not be tolerated by the scrutineer during the pre-scrutineering. Stickers from other series, on the outside of the Car are prohibited. All black plastic body parts and grills may not be painted. Exception; the logo of the team can be painted in white on the central radiator grill. The rear wing and its side plates may be painted. Painting and covering any lights with coloured tape or wrap is strictly prohibited. In short, the Cars must be presented at the pre-scrutineering, in the same grade of visual condition as they were delivered when they were new.

The team must take with them to the Pre-Event scrutineering:

- Porsche Car (stickers + camera system + ballast,...)
- Documentation of the Car:
 - Safety cage certificate
 - Fuel tank certificate
- Additional equipment:
 - Bottle of compressed air
 - Air jack
 - Safety system to put under the Car
 - Nut gun / torque wrench
 - Wrench socket centre lock

8. Parc Fermé

After the qualifying sessions and the race sessions, all Cars need to go immediately to Parc Fermé. Parc Fermé is closed, this will be indicated with a red flag. Parc Fermé is open, this will be indicated by the red flag being removed. The flag will be shown on an easy-to-see spot, at the Parc Fermé location, at the PSCSE spare parts truck, at the PSCSE tent or pitlane or pit box or elsewhere. This will be communicated in the Supplementary Regulations, bulletin, or any other team info or verbally. At least one team member must be present and available to the scrutineers, at the outside borders of the Parc Fermé, during the whole Parc Fermé period. The SD card of the car must be clearly identified with the car number.

8.1. SD cards during Parc Fermé

During Parc Fermé, teams are allowed and obliged to retrieve the SD cards from the camera system to hand them over to the technical scrutineers / technical staff of PSCSE. Copying or accessing the data of the SD cards during parc fermé conditions is not allowed.

9. Responsibility warning

In some cases, the Porsche Sprint Challenge Southern Europe organisation tolerates modifications on the accepted race Car. The modifications/exceptions are clearly written and indicated with the word 'Remark' in the Technical Regulations and are only valid for a specific Class or Car type. If a subject is indicated with a 'Remark' and it is tolerated to use non-original parts, it is still strongly recommended to only use original parts found in the Spare Parts Catalogue of the eligible Car.

- These modifications/exceptions could be, additional genuine spare parts available for the eligible Car, that are prohibited in a regular Porsche One Make Serie. The concerning parts are in the Spare Parts Catalogue of the eligible Car, indicated as an option.
- These modifications could be the use of consumables. Such as; brake pads, brake disks, liquids... Only parts original to the Car type found in the Spare Parts Catalogue of the eligible Car have been tested for racing purposes. These modifications decrease the reliability of the Porsche race Car.
- Other tolerated modifications described in these Technical Regulations.

Porsche AG, Porsche Sprint Challenge Southern Europe, Cup Challenge Benelux BV, or Prospeed Competition BV (Technical Support) can't be held responsible, in any case, for the failure of the race Car and all the accompanying consequences. In all cases, the entrant, including the Driver and team (broadest sense of the word) are fully responsible. Even for the tolerated exceptional modifications found in these regulations, the entrant is fully responsible at all times.

Dispensation will be granted by the Series Technical Manager, the Series Organiser and the Technical Scrutineers.

10. Accepted Cars and Divisions

Class	Car Type	MY
992	Porsche 911 GT3 Cup, type 992	'21-'25
GT4	Porsche 718 Cayman GT4 RS Clubsport, type 982	'22-'25

The Cars must meet these Regulations (Part A and Part B) and the specific technical specifications of Part C and Appendix J of the International Sporting Code in full. A change of Cars must be applied for in writing by the team (entrant) and must be approved in written form by the Series Organiser prior to the change. The decision to approve a change of Car is at the absolute discretion of the Series Organiser.

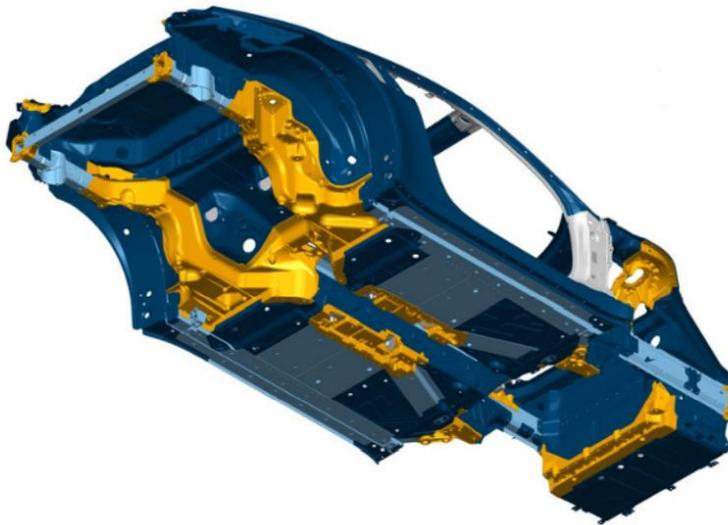
11. Exclusion of a Porsche Race Car

The PSCSE has the right to exclude a Car from competing during an Event when the Car isn't repaired correctly after an incident. It doesn't matter if this incident took place during a PSCSE Event, unofficial test drive session or other championship Event. The arguments could be:

- Safety, in the broadest sense of the word
- Car violates the Technical Regulations of the PSCSE.
- Any reason that Porsche AG defines by any medium (verbally, phone call, email, letter,...).
- Damaged roll cage.
- Repaired roll cage without a 'Semcon' certificate.
- Damage on the front of the Car (reference: Technical Manual).
- Damage on the rear of the Car (reference: Technical Manual).

The use of aluminium components influences enormously repairs with respect to the realignment of deformed or bent components. This is due to the significantly lower yield strength and fracture elongation. As a consequence, cracks, dents or creases form faster, which in turn limits the reparability significantly. Even if there are no visible signs, damage to the material can still exist. In the event of just a limited local repair (reforming the original contour) the material loses its original strength and therefore no longer possesses the original mechanical properties. Subject to the point of application and demands made of the material in this area, it is possible to reform aluminium sheets to a limited extent.

In this case, the damaged structure is only apparent when a jig is fitted or by measuring checkpoints on the chassis. Cast aluminium parts that show a deviation of +/- 2 mm are out of tolerance. The chassis must be replaced by a new one.



The CAD image shows the cast aluminium parts in yellow.

The Series Technical Manager always will, after consulting Porsche AG, make the final decision if a damaged chassis needs replacement or can be repaired. The Series Technical Manager will supply the owner of the chassis and Porsche AG with a report regardless of the outcome of his decision. These criteria apply to all Cars in all divisions.

12. Drivers safety equipment

12.1. Drivers must wear the following items:

- Overalls in accordance with FIA Standard 8856-2000 or 8856-2018.
- Underwear (with long sleeves and pants) in accordance with FIA Standard 8856-2000 or 8856-2018.
- Balaclava in accordance with FIA Standard 8856-2000 or 8856-2018.
- Socks in accordance with FIA Standard 8856-2000 or 8856-2018.
- Shoes in accordance with FIA Standard 8856-2000 or 8856-2018.
- Gloves in accordance with FIA Standard 8856-2000 or 8856-2018.
- Helmet including FHR clips in accordance with FIA regulations (Appendix L to FIA ISC).
at all times during practice, qualifying and races.

The Drivers' equipment must be checked by the scrutineer at the start of each Event. The moment and location will be communicated in the Supplementary Regulations or the team info.

12.2. Frontal Head Restraint System (FHR or comparable system)

The use of an FIA-approved head restraint in compliance 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 organised according to these Regulations. Responsibility for the necessary modifications to the Drivers' equipment in order to enable the use of such a system and installation of same in the Car in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

12.3. Drinking system

A drinking system with an electric pump may be used.

12.4. Cooling system

A driver cooling system with cooling vest or helmet ventilation may be used. Installation must be fixed using metal hardware and be able to withstand a crash of 30G.

13. Car sticker regulations

13.1. Sticker layout and Advertising on the Drivers' equipment, car and start numbers

The current FIA prescriptions for starting numbers and for advertising on the Drivers' equipment/on the race Car and start numbers must be respected.

The advertising decals, logos, Driver name and starting numbers as specified by the Series Organiser, must be affixed to all competing Cars during the free practice, qualifying sessions and races of the Series. The size, type,

quantity and positioning are determined and announced in the “PSCSE Sticker Regulations 2026”. Any breach of these Regulations may result in the participant concerned being disqualified from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are 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. retained for the entire season. The registered entrants will be informed about their starting numbers before the first race. The starting number markings must be fixed on all competition Cars throughout the entire Event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the “PSCSE Sticker Regulations 2026”. The team (entrant) is responsible for ensuring that the stickers on the entered Cars comply with the applicable legal regulations.

All mandatory stickers are provided by the PSCSE. Only this version of the mandatory stickers is allowed, copies of the mandatory stickers will be refused. It is forbidden to cut or to modify the dimensions of the received mandatory stickers. For example, the start number background can’t be partly placed on the door, partly on the wing and cut in two. It’s allowed to modify the dimensions of the window banner to avoid an overlay of the A-pillar and roof.

The mandatory window streamer is redeemable. The cost is 5000 EUR per Car per season. The “PSCSE Sticker Regulations 2026” will be announced before the start of the season.

13.2. Advertising

Upon entering the PSCSE, an entrant and her Drivers acknowledge the Sporting and Technical Regulations and thereby acknowledge that the organiser and its partners are granted the right to use all photo and video material produced during the Events of the Competitors for promotional or marketing purposes.

The use of the PSCSE name and logo is forbidden without expressly written approval by the PSCSE organisation. Even with approval from the organiser the current Porsche Corporate Identity for Porsche racing as specified by Porsche AG must always be complied with. No marketing activities connecting to the championship may be deployed without cooperation with and approval by the PSCSE organisation.

All Cars have to be presented in a presentable and representative state at the start of each Event, see technical regulations. The organiser reserves the right to make mid-season changes to the Corporate Identity and Logo layout.

Team trucks may carry the PSCSE logo only in such a way as it is specified in the Corporate Identity specified by Porsche AG for racing. A sticker layout for trucks incorporating this Corporate Identity will be made available to the teams upon request. All digital artwork required to comply with the Corporate Identity will be delivered to teams at no cost by the organiser.

Any breach of the prescriptions will be seen as a direct violation of the Regulations and penalties will be applied as such, including and up to the loss of championship points or exclusion from an Event. The Series organiser and PSCSE sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

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 PSCSE or who are involved in a legal dispute with Porsche AG or a company associated with the manufacturers. PSCSE is entitled to prohibit teams from entering into a partnership if the potential partner falls into one of the above 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 Cars, helmets, race suits and other Driver equipment, on team Cars or 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, political or religious advertising, or private betting and gambling operators on Cars, helmets, race suits and other Driver equipment, on team Cars 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 advertising guidelines of the FIA and ASN as well as general or legally regulated advertising bans must be observed. The team (entrant) is

obliged to notify the Series Organiser of all potential partners/ sponsors. The PSCSE is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors.

Team partners/sponsors must be registered with the Series Organiser no later than 7 days before the start of an Event. If team partners/sponsors are either registered late or not at all with the Series Organiser, then the entrant may be fined by the Series Organiser. The entrant and team partners/sponsors shall grant to the Series Organiser and the Series sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

13.3. Exclusivity rule

Team sponsors who are Competitors of the official Series partners of Porsche AG are not permitted under any circumstances. It is prohibited to communicate advertising on the Car for companies and products that are in competition to Porsche AG or its Series and cooperation partners. With regards to the exclusivity of the Series and cooperation partners of Porsche AG, the following rules apply (the exclusivity rule refers either to the industry sector or to the defined product range of the company):

1. 'Michelin' is the exclusive partner for the product area "Tyres". The teams are therefore prohibited from communicating advertising for companies and products that are in competition with 'Michelin' tyres.

13.4. Contravention of these regulations

Contravention of any of the 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.

14. Racing suit badge regulations

The mandatory logos and badges on the Drivers' racing overalls are described in "PSCSE Racing Suit Badge Regulation 2026". This is part of these Regulations. Any breach of these Regulations may result in the participant concerned being disqualified from classification.

15. Noise regulations and exhaust system

Government environmental rules may override these Noise Regulations during an Event.

All cars use the standard exhaust system:

Porsche 911 GT3 Cup (type 992) Pn: 9F1251051A

Porsche 718 Cayman GT4 RS Clubsport (type 982) Pn: 9F2251052

The silent exhaust system (Pn: 9F1251052C and Pn: 9F2251053C) may be needed for test sessions. See relevant team information of the events.

The PSCSE organisation is not responsible for any consequences for exceeding the noise limits imposed by the circuit or local ASN. For example, due to different measuring procedures or tolerances.

The parts required are listed in the currently valid parts catalogue and installation of these components is described in the Technical Manual.

16. Emission regulations

The current FIA emissions regulations are to be observed. The Cars must be equipped with a catalytic converter in accordance with the FIA exhaust gas specifications as supplied by the respective manufacturer.

17. On-board marshalling system

The installation of the specific marshalling system selected by the Series Organiser is mandatory for all the cars. Its components shall be installed accordingly to the instructions provided and must not be tampered with at any time, disconnected or removed from the car without prior approval from the Promoter. Should the marshalling system not be operational by the start of a session (free practice, qualifying or race), the Race Director can ban the car concerned from participating in the session until it is operational. Malfunctions or damage to the system must be reported immediately to the Technical Scrutineers. Data collected and managed by the system will be available for the Race Officials, the Series Organiser and authorized parties (e.g. Tyre manufacturers' technicians). The Race Director, the Stewards and the Technical Scrutineers may use any data provided by the marshalling system means to assist them in detecting facts and reaching decisions regarding breach of

regulations. The components provided by the Series Organiser fully remain the property of the assigned supplier at all times and must be returned to the assigned supplier in proper condition after usage. The competitor is liable for any damage to provided components which has been caused negligently or intentionally. On written request by the Competitor, the Series Organiser may authorise that the antenna, GPS receiver, wiring and display of the marshalling system of any national Porsche One Make Series can be carried in the car, providing it is completely electrically disconnected from the car and does not interfere with or alter any function of the car. The installation of that separate system must be approved by the Technical Scrutineers. The Series Organiser may withdraw such authorisation at any time during an event.

18. Radio, data, transponder, camera

18.1. Radio system

A radio system is allowed to fulfil the communication between the Driver and team members. Make sure that the cable loom for the radio is properly fitted. The choice of hardware for radio reception from the “Earplug” port to the Driver is not specified but must be checked and approved by the Technical Scrutineers. When mounting fixed speakers in the Driver’s helmet, the FIA helmet regulations must be strictly observed. In the case of any ambiguity, the Driver/ entrant must produce proof that the components used are suitable for use in the Car (fire prevention, etc.).

18.2. Data recording

A data recording system is accepted. If the Car was delivered from the factory with such a system, then the data recording system is compulsory. The use of other radio-based information transmission in the Car (e. g. telemetry, video footage, ...) is forbidden.

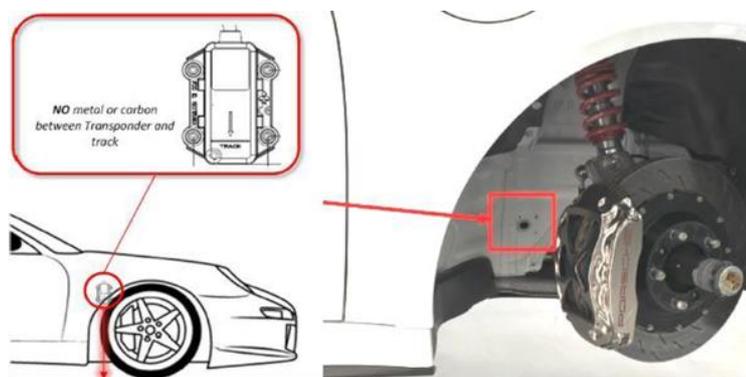
Directly after parking in Parc Fermé, the Driver is permitted to remove the optional RLU RUGGED USB MEMORY from his car. The removal by any other person or removal by the Driver at a later time before the end of Parc Fermé is prohibited.

18.3. Data Offload

From the moment the car enters the track or pitlane to the end of the Parc Fermé during qualifying and racing, only the Series Organiser and personnel nominated by the Series Organiser are allowed to connect laptops/computers to the cars. The word ‘track’ is understood as the part of a circuit that is clearly demarcated to race. For the same period, no external connection (also wireless) may be made between the Car and any external equipment. It is not permitted at any time for any Competitor to read any sensors with any equipment, which are not allocated to the Competitor’s own team. Any breach of this regulation will be reported to the Stewards of the Event. The PSCSE Technical Manager or his representative has at all times the right to download any of the logged data in the Car, or to request previously downloaded data by the team.

18.4. Timing Transponder

Each team must equip their Car with an AMB transponder, for example from Mylaps. When a Car is shared by two Drivers, it is mandatory to have a Driver ID installed. The timing transponder must be mounted in the front right wheel arch behind the front axle as shown underneath. Teams can buy a transponder and Driver ID from the organisation. The illustration below refers to all Cars. Consult the Series Technical Manager or Scrutineer if needed.



18.5. Cameras

The installation of a camera system is mandatory. This must be a 'High Definition' system. System time and date of the camera system must be checked and adjusted according to the actual time zone in which the event is taking place. This installation will be checked by a member of the Technical Scrutineers. It is the responsibility of the Competitor to provide the equipment. Each Competitor needs to make sure each session is recorded and stored. The SD card must be clearly identified with the car's competition number and handed over to the technical scrutineer in the technical check area when the rules of Parc Fermé apply as mentioned in 8.1 "SD cards during Parc Fermé". We advise to foresee a spare memory card for in case one is confiscated for analysis. The PSCSE is the owner of the recorded videos and its copyrights. The videos can be used in private circumstances but can't be distributed to third parties. The camera needs to be positioned in the centre of the Car. The camera should be mounted in a way that it records the steering wheel and track in front of the Car. See below pictures for illustration. Parts should be rigid. A keycord must be attached to the camera and roll cage to avoid a drop of the camera into the pedal box during an incident. Make sure that the keycord doesn't block the view of the camera while braking. The use of mounting parts with suction cups is forbidden. The use of cameras on the outside of the cockpit is prohibited.



19. Tyres & wheels

All tyres must be according to the PSCSE Technical Regulations 2026 and Sporting Regulation 2026. Only Michelin tyres are allowed. During the 2026 season, for Qualifying and the races, the tyres must be ordered in advance and can only be taken at the Event from the Official Michelin Tyre Supplier for the following sessions, the following tyres are authorized:

19.1. Tyre types

19.1.1. Slick tyres – Free practice

Tyres bought from the Official Michelin Tyre Supplier. The season when the tyres were purchased is not specified. Those tyres can also be newly bought during the Event.

19.1.2. Slick tyres – Qualifying & races

Registered tyres bought from the Official Michelin Tyre Supplier during an Event of the PSCSE 2026.

19.1.3. Wet tyres

The number of wet tyres is unlimited and will not be registered.

19.1.4. Joker tyres

Joker tyres will be allowed and are registered tyres bought from the Official Michelin Tyre Supplier during an Event of the PSCSE 2026.

19.2. Sessions / Tyre quota

19.2.1. Free Practice

Only tyres bought from the Official Michelin Tyre Supplier can be used. Those can be previously registered tyres.

19.2.2. Qualifying and Races

- Maximum 8 new slick tyres can be used per Car per race Event.
- Slick tyres, registered during a previous PSCSE race Event from the 2026 season.
- Wet tyres.
- Joker tyres, for the entire 2026 season, six additional tyres per competition number can be used as joker tyres to replace damaged tyres. These can be either front or rear-axle tyres. In case a competition number misses one or more Events, the total amount of joker tyres is reduced by one tyre per missed Event. Guest Drivers may use one joker tyre per race Event. The use of one or more joker tyres is only allowed when a tyre is damaged and must be announced to the Technical Scrutineers. The Technical Scrutineer must confirm the damage of the tyre and approve the use of a joker tyre. The marking of a joker tyre by the Technical Scrutineers is final and cannot be withdrawn afterwards. If a joker tyre is marked in Qualification or Race it can be used for all races of the race Event and on future Events for free practice, qualifying or race.

19.3. Registration

The registration and delivery of the tyres take place within a certain time frame, announced by the Series organizer in the Supplementary Regulations, the Event schedule, the Drivers Briefing or an Event Bulletin. The series Technical Manager reserves the right to change the registration time. The entrant has the right to request the tyre registration information stored for his/her Cars.

19.4. Treatment

The pattern of the tyres may not be changed. Any chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The usage of a device, heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tyre scraping") is allowed. 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 for the Event approved tyres are not allowed to be covered. This applies to slick as well as rain tyres. Tyres can be placed outside to be warmed up by the sunshine, this can only be done in a natural way without manipulations or amplifications of the sun rays.

19.5. Tyre damages

The Technical Scrutineers, in agreement with the Official Michelin Tyre Supplier, have the right to prohibit the use of a damaged tyre(s), if it seems unsafe to use.

19.6. Exceeding the tyre quota

If any quota is exceeded, a penalty will be determined by the Stewards of the Event.

19.7. Driver Swap

If a Driver changes a team during the season, the Driver must use his registered tyres from the previous Events during the PSCSE 2026 season. A Driver cannot change division during the season.

19.8. Guest Drivers

Guest Drivers must respect the same tyre regulations as full season Drivers.

19.9. Recap table

Note: The overview found in the table underneath is a brief recapitulation of the detailed tyre regulations found above. In all cases, the detailed tyre regulations count and not this table.

FP	Open, but must be Michelin and bought from the Official Michelin Tyre Supplier
Q & R	- Max. 8 new slick tyres per race Event (registered) - Slick tyres from previous Event (registered) - Wet tyres
Slick Tyres	Max 8 new tyres per race Event
Joker Tyres	6 additional tyres per competition number for the 2026 PSCSE. Guest Drivers may use 1 additional tyre per Event.
Wet Tyres	Unlimited

19.10. Tyre/rim sizes

The use of any other wheels than the originally specified wheels is prohibited.

All wheels must be fitted with TPMS sensors if this is original to the Car. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nuts, mounting surface of the wheel). During all sessions, the wheel valve caps must be mounted.

See Table 1 in Part B – Appendices.

20. Electronic control units

Throughout the entire Event, only the electronic control units coded and sealed by the Series Organiser for the races are allowed to be used. The electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the Event. The Series Organiser reserves the right to reprogram the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time at the start of an Event. It is thus ensured that the status of the program and data is identical for all participating vehicles.

It is the competitor's responsibility to ensure that the engine electronic control unit is programmed and only used with the software MS66_PAG992_GT3_0203_992GT3CUP_klg9_CC28 during the event.

The Event Organiser reserves the right to amend this program software requirement at any time during an event or between events.

21. Fuel

The only permitted fuel is ETS IRF 102, or otherwise described in the Supplementary Regulations of a specific Event, in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228. All additives are prohibited. All chemical or thermal changes to the fuel are forbidden.

For each of the four series events, a minimum quantity of 200 litres of ETS IRF 102 fuel per entered car needs to be ordered through the ETS championship order platform. <https://www.myetstorace.com>

The Technical Scrutineers shall be entitled to take fuel from a participant's Car at any time during the Event. At any time of the Event until the end of the protest deadline. The Entrant must ensure that a minimum amount of 2,0kg (tolerance of 0,1kg) can be taken from the corresponding removal point (fuel removal valve) of the Car, during Parc Fermé and after Free Practice sessions. It is the team's (entrant) responsibility to be able to take a fuel sample of min 2,0kg (tolerance of 0,1kg) at the removal point of the Car, if this is not the case the team (entrant) has the possibility to repair the fuel pump. The fuel indication on the dashboard display can't be used

as an argument for not being able to tap off the minimum amount of fuel. The team need to take a margin into account, due to the fuel level gauge is not accurate when the fuel tank is almost empty.

Defuelling and refuelling of the Cars during free practice, qualifying and the race is forbidden. At any time, it is forbidden to refuel or defuel in the pit lane. Should there be any circumstances where a team is unable to use a closed-circuit fuelling system, then any fuel operations must be performed outside the team's pit box. In a clear area of at least 3 m in each direction of the Car. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). The Car and all equipment must be grounded to earth properly and at least two 9kg ABC Dry Powder or two 5kg CO2 fire extinguishers with stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, entrants, team guests or unauthorised personnel be permitted in this area where fuel is handled as described above. It is the responsibility of the team (entrant) to ensure that such persons are excluded from the area. Smoking and hot works are prohibited when any operation involving fuel, or the fuel cell is in progress.

21.1. FIA FT3 Fuel tank

A valid FIA FT3 tank is mandatory for all Cars.

22. Fire extinguisher

From the moment that the race Car leaves the team's (entrant) tent or garage to attend a Free practice, Qualifying or Race session until the end of Parc Fermé, the Car's fire extinguisher must be active.

23. General safety

23.1. Safety stands

The use of safety stands (securing the Car from dropping unintentionally from the air jacks) for any type of work underneath the Car is mandatory. Any infringements will be reported to the Stewards of the Event and penalized at the full discretion of the Stewards of the Event.

23.2. Compressed air equipment

For all high-pressure compressors used to fill air bottles, the competitor must be able to show proof that maintenance by a relevant specialist company has been undertaken within the previous 24 months. All compressed air bottles and hoses must not be more than 10 years old at the time of use and they must show no signs of visible damage. All compressed air bottles must be protected from falling over at any time. Any attached pressure reducers, gauges or valves must be protected from releasing gas or breaking off should they fall over or be knocked or hit in any way.

23.3. Fire prevention

It is the team (entrant) responsibility to have min two 9kg ABC Dry Powder or two 5kg CO2 fire extinguishers present in the teams' tent/awning/garage box at all times. The fire extinguishers must be clearly visible and easily accessible. Any non-compliance will be reported to the Stewards of the Event and penalized at the full discretion of the Stewards of the Event.

24. Minimum weights and ballast

It is the Competitor's responsibility to ensure that at all times during a competition the mandatory minimum combined weight of the car with empty fuel tank, Driver equalisation weight and the Driver (together with all compulsory Driver equipment) is reached. At no time during a competition is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for Technical Scrutineering, is on the track or in Parc Fermé.

The mandatory combined minimum car and Driver weight (together with all compulsory Driver equipment and equalisation weight) is 1392kg for Porsche 911 GT3 Cup categories and 1415kg for the Porsche 718 Cayman GT4 RS Clubsport category. See Table 2 in Part B – Appendices.

The minimum weight must also be observed when the levels of operating liquids are under minimum level.

The checking of the weights of the cars and Drivers will be conducted on the "official scale" which will be located in the Series Technical Scrutineering tent or in an alternative designated place. This is also the weighing

area. In addition, Drivers may be weighed on a separate weighing scale either in the weighing area or in the pitlane.

The “official scale” and any other driver weighing scale will be checked and calibrated by an officially certificated Testing Laboratory.

24.1. Base plate auxiliary weight

The mounting of the ballast base plate (Pn.: 9F1882378) and the ballast cover (Pn.: 9F1801575) are mandatory.

If the original base plate does not contain the necessary holes for the mounting positions as indicated in these regulations, they can be added after consultation with the Technical Scrutineers. The mounting holes can only be added in the necessary positions to satisfy the requirements of these regulations.

24.2. Ballast

The installation of original Dr. Ing. h.c. F. Porsche AG ballast weights is permitted on the auxiliary weight base plate at the position of the passenger’s seat in accordance with the illustration in Attachment 1.

The ballast weights are identified by spare part numbers in the Spare Parts Catalogue and the reference table in Attachment 6. No other ballast weights or locations are permitted.

24.3. Minimum car weight

The minimum weight of a car is 1307kg for Porsche 911 GT3 Cup categories and 1330kg for the Porsche 718 Cayman GT4 RS Clubsport category. See Table 2 in Part B – Appendices.

The minimum weight of a car consists of:

- the weight of the car with empty fuel tank;
- the weight of the onboard camera (surveillance camera and/or official TV camera), radio system, marshalling system assigned by the Event Organiser or the weight of the respective substitute ballast;
- the installed additional weights (excluding driver equalisation weight).
- the weight of any additional parts or systems required by the Event Organiser to be fitted for development purposes
 - the weight of any additional parts or systems required or authorised by the Series Organiser

24.4. Minimum Driver weight

The minimum weight of a Driver is 85kg.

See Table 2 in Part B – Appendices.

The minimum Driver weight consists of:

- the Driver;
- the compulsory personal equipment of the driver (Article 12.1 and 12.2),
- the Driver equalisation weight if applicable.

It is the Competitor’s responsibility to ensure that the sum of the installed equalisation weight plus the Driver’s actual weight (including his compulsory personal equipment) achieves or exceeds the minimum weight at all times.

24.5. Determining the total weight of the Driver and car

The Technical Scrutineers may in their absolute discretion decide to weigh the car and Driver separately or in combination.

If the car and the Driver (together with all compulsory Driver equipment) are weighed in combination, the weight plus 2.0 kg of weighing tolerance shall be added and the total shall be referenced against the mandatory minimum combined weight, which must be reached.

If the car and the Driver (together with all compulsory Driver equipment) are weighed separately on the official scale and/or Driver weighing scale, the two weights plus 2.0 kg of weighing tolerance for the car and 0.5 kg of

weighing tolerance for the Driver weight shall be added and the total shall be referenced against the mandatory minimum combined weight, which must be reached.

Prior to weighing a car, the Technical Scrutineers shall remove the remaining fuel from the fuel tank. If the fuel is removed from the fuel tank before the relevant protest time limit has expired, a fuel sample must be taken.

24.6. Weight changes during qualifying and races

During any qualifying session and race, the weight of the car is only permitted 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 in any form permitted to be added to the car or the Driver.

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

Competitors have the opportunity to check the weight of their cars and Drivers during the event on the official scale and/or Driver scales with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for compliance with the regulations.

24.8. Personal protective driver equipment during weighing

During the weighing, each Driver must wear and/or carry his complete Driver apparel as set out in Appendix L, Chapter III of the ISC, including the mandatory head restraint system.

24.9. Weighing of cars

The cars are weighed as follows:

- Weighing of cars is carried out regularly on the official scale.
- If a Driver is given the signal that his car has been selected for weighing, he must take the shortest route possible to the weighing area and turn off the engine.
- The Driver or a team member will receive notification of the measured weights. During weighing the Driver is not permitted in any way to influence the weighing result.

If a car 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.

24.10. Leaving the weighing area

Without the consent of the Technical Scrutineers, the Driver is not permitted to leave the weighing area and the car is not permitted to be removed.

24.11. Weighing after breakdown and car remaining on circuit during free practice, qualifying and race

If a car breaks down during the free practice, qualifying or race and the Driver leaves his car, he must go directly to the weighing area to determine his weight.

24.12. Determining the Driver weights

After the qualifying, all Drivers must go immediately and in any event within 20 minutes of the end of the session (unless amended in the Drivers' Briefing notes) on a direct route from the Paddock/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 who go to the podium are permitted to be weighed on the podium scale and/or Driver scale. Any differences between the podium scale and the official scale are taken into account. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards. The Stewards will take the final decision regarding any penalty.

The Drivers will be weighed individually. Once the Driver leaves the weighing area, this will be deemed implicit acceptance of the recorded weight. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers.

The determined driver's weight after the qualifying is valid and will be used as the driver's weight for the races of the particular event.

24.13. Replacement and loss of car parts and car damage

All car parts that were replaced during any session (free practice, qualifying or race) must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the car will be marked by the Technical Scrutineers if necessary and are not permitted to be modified in any way afterwards. These parts must remain in the pit or in the Technical Scrutineering tent in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replacement parts.

In case of a loss of coolant caused by damage or an incident during a session, it may be possible to determine the final weight of the car by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 24.0 kg to the measured weight of the car. The decision to do so is at the sole discretion of the Technical Scrutineers.

Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine which, if any, parts should be replaced prior to the car being weighed.

24.14. Parc Fermé rules for car weighing

Cars that have been specified for weighing are subject to Parc Fermé regulations. It is forbidden to add or remove any substance to/from the car 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.

It is the Competitor's responsibility to ensure that the car entered by him 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 car from the moment of the order until the termination of the weighing process.

24.15. Weighing in below the minimum weight

If, during any post session weighing procedure, the combination of car and Driver (including compulsory Driver equipment) is found to be below the currently applicable minimum weight, the car will immediately be weighed for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method.

The maximum value of the 3 weights recorded is regarded as the actual weight for the combination of car and Driver (including compulsory Driver equipment).

Falling below the minimum weight during the practice or qualifying session may be penalised with the deletion of the practice or qualification times achieved by the Driver concerned. If the qualification times are deleted, the Driver may be permitted to start the race from the last place on the starting grid, subject to the Stewards being satisfied with regard to the qualifying requirement.

Falling below the minimum weight in the race may result in disqualification from the race classification.

24.16. Regulations on the route to and in the weighing area

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

25. Ground clearance of Car

The minimum ground clearance of the Car with the Driver in the Car, tyres 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.

Competitors with the 911 GT3 Cup (type 992.1) must take into account that the minimum ground clearance for the front axle, as specified above, must be achieved with the reinforcement sleeves 9F1.407.371 fitted on the subframe, as well as undamaged and unmodified mounting bolts (part number WHT.008.757). The height of an undamaged and unmodified mounting bolt head will be defined as 11.4mm \pm 0,1mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.4mm \pm 0,1mm, the difference will be taken into account.

25.1. Measuring method

The minimum ground clearance of the Car is checked on the measuring surface, using a height gauge, gauge block or similar. The minimum ground clearance of the Car (with the Driver in the Car), and tyres 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. The ground clearance of the Car is measured on a surface indicated by the Technical Scrutineers. This 'surface' can be a measuring plate, a surface exclusively designated for this purpose or any other surface. The measurement is checked with the Car in the state that it ended its last session. This means with the same tyres that the Driver ended its last driving session. The remaining fuel, left over from the last driving session, must stay in the Car for the ground clearance measurement. The ground clearance measurement is done with the Driver on board that ended the last session, together with his full driver's equipment. If the measuring device can be accessed under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the Technical Scrutineers. The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement. The Technical Scrutineers may also use instruments such as measuring callipers or depth gauges to determine the Car height. Failure to reach the minimum height will be reported to the Stewards of the Event.

During the qualifying sessions, including during the break, in case of a qualifying with a break in the pit lane, it is strictly forbidden to modify the ground clearance at the front drive train of the Car, by adjusting the spring rest and/or counter nut of the shock absorbers.

See Table 3 in Part B – Appendices.

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained. The max. permissible thicknesses of the spacer washers in the front and rear axle control arms to change the camber angle per Car type are shown underneath. Furthermore, it is optional to hide the camber shims with aluminium tape. The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered.

See Table 4 in Part B – Appendices.

If measured, the camber gauge available at the scrutineering is binding.

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms can be announced by the Stewards with an Event Bulletin at any time before or during any Event.

26. Seals

The engine and gearbox do not need to be sealed.

27. Penalty for not being compliant with the Technical Regulations

27.1. Penalty 1

Not being in compliance with the Technical Regulations during the qualifying sessions and/or the post-session Technical Scrutineering of the associated session, will be reported to the Stewards of the Event and will be penalised with the cancellation of the qualification times achieved by the Driver concerned. The Driver is allowed, however, to start in the race from the last place on the starting grid. All other Drivers, including unqualified Drivers, who would be standing on the starting grid behind the penalised Driver will move up one place on the starting grid of the associated race. If more than one Driver is penalised with the same penalty, their order on the back of the starting grid will be defined by their best qualification times.

27.2. Penalty 2

Not being in compliance with the Technical Regulations, during a race session and/or the post Technical Scrutineering of the associated session, will be reported to the Stewards of the Event and will be penalised with disqualification from the points classification for that race.

27.3. Violation resulting in Penalty 1 & 2

Penalties 1 & 2, as described above, are valid and must be applied in case of any infringement observed regarding the topics listed below.

- Minimum Car weight
- Minimum ground clearance
- Maximum camber spacer
- Wheelbase dimensions
- Wing dimensions and profile
- Use of unregistered tyres during Qualifying or Race
- Tyres fitted or any illegal manipulation of them

27.4. Other violations

Other infringements against the Technical Regulation will result in a penalty decided by the Stewards of the Event or otherwise specifically described in these Technical Regulations. The penalty decided by the Stewards of the Event could be penalty 1 & 2.

Part B: Appendices

28. Table 1 - Tyre/rim sizes

Car Type	Slick Front	Slick Rear	Rain Front	Rain Rear	Rim Front	Rim Rear
Porsche 911 GT3 Cup, type 992	30/65-18	31/71-18	30/65-18	31/71-18	12Jx18 ET23,5mm	13Jx18 ET44,5mm
Porsche 718 Cayman GT4 RS Clubsport, type 982	25/64-18	27/68-18	25/64-18	27/68-18	9Jx18 ET41mm	10,35Jx18 ET47,5mm

Porsche 911 GT3 Cup (type 992) Cars need to use the Michelin N3 (front) and the N3R (rear) type tyres.
Porsche 718 Cayman GT4 RS Clubsport Cars need to use the Michelin N2 & N2R range type tyres.

29. Table 2 – Minimum Car weight per Car type

Car Type	Combined driver and car weight	Car weight	Driver weight
Porsche 911 GT3 Cup, type 992	1392kg	1307kg	85kg
Porsche 718 Cayman GT4 RS Clubsport, type 982	1415kg	1330kg	85kg

30. Table 3 – Ground Clearance

Car Type	Front	Rear
Porsche 911 GT3 Cup, type 992	72mm	106mm
Porsche 718 Cayman GT4 RS Clubsport, type 982	79mm	100mm

31. Table 4 - max. permissible thicknesses of the spacer washers

Car Type	Front	Rear
Porsche 911 GT3 Cup, type 992	20,0mm	15,0mm
Porsche 718 Cayman GT4 RS Clubsport, type 982	18,0mm	18,0mm

Part C: Specific Technical Descriptions

All Cars must meet the technical descriptions of these Regulations and Appendix J of the International Sporting Code in full. In addition to the Technical Regulations according to Part A in these Regulations, the following specific technical descriptions are applicable for the respective Car types. Technical acceptance of the Cars is undertaken by the Technical Scrutineers.

C.01 Porsche GT3 Cup, Type 992 (MY '21 – '25)

32. General Car description

Porsche 911 GT3 Cup (type 992), MY '21-'25

Concept: Single-seated, near-standard race Car based on the Porsche 911 GT3. For further general descriptions, the entrant shall refer to the respective paragraph of this technical regulations.

33. Engine

33.1. General description

- Aluminium six-cylinder rear-mounted boxer engine
- 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 375 kW (510 hp) at 8400 rpm
- Max. rpm: 8750 rpm
- Single-mass flywheel (Pn:9F1105272)
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 6.6)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centred exhaust pipes
- Electronic acceleration pedal

33.2. Cooling system:

The classic coolant is prohibited. The cooling system must be filled up with regular water that is mixed with the anti-corrosion agent with Porsche spare part number 9F0100628.

For the correct mixture consult the latest version of the technical car manual.

34. Power transmission (gearbox/differential lock)

34.1. General description

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:
 - Ring & pinion gear 15/23 i = 1.533
 - Final drive 16/39 i = 2.438
 - 1st gear 13/41 i = 3.154
 - 2nd gear 17/40 i = 2.353
 - 3rd gear 20/37 i = 1.850
 - 4th gear 24/36 i = 1.500
 - 5th gear 24/30 i = 1.250
 - 6th gear 28/30 i = 1.071
- Internal pressure-oil lubrication with active oil cooling by an oil-water heat exchanger
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch (Assembly: 9F1141015)
- Paddle shift with electronic shift barrel actuator

34.2. Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation ([Attachment 2](#)).

The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual must not be changed. The fitted friction plates must comply in terms of part number, allocation, and specification (see parts catalogue of the eligible Car ([Attachment 3](#))).

The following sets of part numbers are permitted for use in any 992 Cup Car independently of the model year (i.e. part numbers of MY 2021/22 in MY 2023-2025 car and vice versa):

Parts may only be used as a set (Pos 1-3). It's prohibited to mix the parts of the old version with the new version or vice versa.

Pos	Part number		Name	Qty. per car
	MY 21/22 (old)	from MY 2023-2025		
1	9F1.341.347	9F1.341.347.B	Bevel gear	2
2	9F1.341.317	9F1.341.317.B	Bevel pinion	4
3	9F1.321.795	9F1.321.795.A	Plug joint flange	2

The basic locking torque of the differential for the technical inspection is measured directly on the wheel in its installed state. The average value of the measurement in both directions of the rotation must not exceed 150.0 Nm.

35. Engine oil quick refill

The use of the optional "oil quick filling kit" as shown in the catalogue is permitted, as long as the mounting is compliant with the Porsche AG's official mounting instructions. The hole in the engine lid necessary to fit the quick oil fill must be fully covered by clear Helicopter tape. The use of the engine oil quick fill in the pitlane during any PSCSE Event is prohibited.

36. Brakes

36.1. General description

Two independent brake circuits with brake pressure sensors for the front and rear axle, adjustable by the Driver via brake balance system derivative sensors.

Front axle:

Six-piston aluminium racing brake calipers in mono-bloc design...

- Ventilated and grooved steel brake disc 380 mm diameter, 32mm thick, with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing

Rear axle:

- Four-piston aluminium racing brake calipers in mono-bloc design with "anti-knock-back" piston springs
- Ventilated and grooved steel brake disc 380 mm diameter, 32mm thick, with aluminium disc bell
- Racing brake pads
- Optimized ventilation routing

The spoilers on the front wishbones (Pn:9F1407811 and 9F1407812) must be mounted as described in the Technical Manual.

It is not permitted to modify the Car to endurance brake calipers, even if they might be listed in the parts catalogue. It is permitted to remove the protective rubber cap of the brake callipers bleeder valves, though this is not recommended. Only Cars with brake callipers that correspond with the delivery conditions are permitted. A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal, mechanical or chemical treatment of these springs is prohibited.

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

- Front axle: (diameter: 19.1 mm, part number: 9F1611011E)
- Rear axle: (diameter: 17.8 mm, part number: 9F1611011D)

Front axle:

- Aluminium 6-piston fixed calipers, one-piece
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,
 - Front Left: Assembly: 9F1615283A
 - Front Right: Assembly: 9F1615284A
- Racing brake pads (Pagid). Pn: 9F1615432

Rear axle:

- Aluminium 4-piston fixed calipers, one-piece
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,
 - Rear Left: Assembly: 9F1615583A
 - Rear Right: Assembly: 9F1615584A
- Racing brake pads (Pagid). Pn: 9F1615432B

37. ABS System and traction control

The use of the original ABS system is allowed in the Sport and Club division.

The use of any system working like traction control is allowed in the Club Division and prohibited in the Sport Division.

All Cars are allowed to be equipped with the Bosch Motorsport ABS system (hydraulic power unit Pn:9F1614095).

The ABS system must not be modified in any way. All genuine parts must be retained and can only be replaced by identical parts. These parts are stated in the Porsche 911 GT3 Cup (Type 992) parts catalogue as released on the Porsche Motorsport Racecar Service Information (PMRSI).

The Competitor must ensure that the working parameters are identical to the ones reported by the supplier in the setup configuration.

The setup can only be modified within the scope of the specified setting range (Dry-Wet switch, 12-position switch). The Competitor must ensure that the correct ICD and IPS setups are used as mentioned on PMRSI

38. Wheel suspension

38.1. General description front axle

- Double wishbone suspension, adjustable ride height, camber and toe.
- Forged control arms and top mounts: Stiffness-optimised, heavy-duty spherical bearings with dust protection.
- Wheel hubs with centre lock
- Shock absorbers with motorsport-specific valve characteristics, non-adjustable
- Double-blade-type anti-roll bar
- Electric power steering with external control function for easy Car manoeuvring
- Tyre pressure monitoring system

38.2. General description rear axle

- Multilink rear suspension, adjustable in height, wheel camber and track
- Forged control arms and top mounts: Stiffness-optimised, heavy-duty spherical bearings with dust protection.
- Wheel hubs with centre lock
- Shock absorbers with motorsport-specific valve characteristics, non-adjustable
- Double-blade-type anti-roll bar
- Tyre pressure monitoring system

38.2.1. Camber

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The max. permissible thicknesses of the spacer washers in the front and rear axle control

arms to change the camber angle are 20 mm front and 15 mm rear. The non-removable spacer (PPN.: 9F1505184) of the rear lower control arm will be included when determining the combined thickness of the camber spacer washers.

Furthermore, it is optional to hide the camber shims with aluminium tape. The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered. Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified. The wheelbase on the left and right sides of the Car must be 2,468 mm +/-15 mm. The measuring points are the centres of the wheel hubs.

38.3. Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are allowed to be used. Shims are allowed to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. This is available in the following version:

1 mm (PPN.: 9F1407728)

Other shims or methods for axial clearance compensation must not be used. The overall axial clearance must not be less than 0,2 mm.

38.4. Shock absorbers/springs

Only the factory-installed type Multimatic shock absorbers and H&R chassis springs in their original condition are allowed to be used. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Vibration Damper

- Front: PPN.: 9F1413031B
- Rear: PPN.: 9F1513031B

Bump Stop

- Front: PPN.: 9F1412303B
- Rear: PPN.: 9F1412303B

Main Spring

- Front (260 N/mm): PPN.: 9F1411105B
- Rear (300 N/mm): PPN.: 9F1511105B

Helper Springs

- Front (2N/mm): PPN.: 9F1411411C
- Rear (2N/mm): PPN.: 9F1411411C

39. Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. Only the use of the valve caps and valve inserts, provided by the official Michelin Tyre Supplier, is allowed. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area, wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

40. Bodywork and dimensions

40.1. General description

- Lightweight bodywork with smart aluminium-steel composite construction
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
- Front bonnet with two air intake ducts for cockpit ventilation and quick-release fasteners
- Removable roof section in compliance with the latest FIA safety regulations
- Pre-equipped fixation point for centre safety net
- Pickup point for lifting device
- Modified and widened 911 GT3 fenders, Modified rear wheel arches
- Modified and widened 911 GT3 front-end with spoiler lip
- Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA
- Homologation Regulations

40.2. Lightweight exterior:

- Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors
- Carbon-fibre-reinforced plastic rear engine lid with quick-release fasteners
- Carbon-fibre-reinforced plastic adjustable rear wing (11 positions)
- Polycarbonate door windows and rear side windows with ventilation openings
- Polycarbonate windows
- Rear underfloor with NACA ducts for brake and driveshaft cooling

40.3. Modified 911 cockpit:

- Magnesium sub-frame in lightweight design
- Ergonomic Driver-oriented centre console
- Switch mask with fluorescent lettering
- Steering wheel with quick-release coupling, control panel and shift paddles
- Adjustable steering column with steering angle sensor
- Race bucket seat with longitudinal adjustment in accordance with FIA Standard 8862/2009
- Padding system in 3 sizes (delivery with size M)
- Shock absorbing roll cage safety cover for leg protection at Drivers footwell
- Six-point racing safety harness
- 110-litre fuel cell (FT3 safety fuel cell) and „Fuel-Cut-Off“ safety valve in accordance with FIA regulations
- Built-in air jack system (three jacks) with valve mountable on either side of the Car

40.4. Water-based paint:

- Exterior: GT-silver-metallic (M7Z)
- Interior: GT-silver-metallic (M7Z) without clear lacquer finish
- Rims: Platinum semi-matt (0B5)

40.5. Overall Car dimensions and overhangs:

- The overall length of the Car is 4,585 mm.
- Total width (front axle): 1,920 mm
- Total width (rear axle): 1,902 mm
- Total height: 1,270 mm (wing support highest point)
- Wheelbase: 2,468 mm +/-15 mm
- The front overhang is 1,036 mm +/-15.0mm, measured from the middle of the wheel of the front axle to the leading edge of the Car (first point in the direction of the longitudinal axis, incl. front lip).
- The rear overhang is 1,081 mm +/-15.0mm measured from the middle of the wheel of the rear axle to the rear edge of the Car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).
- The wheelbase on the left and the right sides of the Car is 2,468.0mm +/-15.0mm, measured at the centres of the wheel hubs.

40.6. External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

40.6.1. Windscreen

To protect the windscreen and as a safety measure, 'tear-off' screens are allowed to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers.

40.6.2. Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

40.7. Cockpit

40.7.1. Seat

The adaption of the seat by the addition of the original Sabelt seat padding shown in green and blue in Attachment 4 is permitted. Each padding shape may only be used in the specific and correct location and direction as shown in Attachment 4.

Additional padding at the headrest can only be added in accordance with the following conditions and the Technical Scrutineers discretion:

- The foam used for the padding must be the same material as the one used on the headrest by the seat manufacturer.
- The padding must be properly fixed to the seat.

Any addition or removal of material below the surface shown in black is forbidden.

Any modifications or additions of paddings outside of the prescriptions above must be presented to the Technical Scrutineers for approval.

A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

The original seat mounting (seat rails and bracket) must be retained and must not be modified.

The provisions of FIA Appendix J Article 253-16 must be complied with at all times.

40.7.2. Ventilation in the passenger compartment

Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permissible for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment, only the existing original ventilation openings in the rear back windows are permissible. The dimension of the NACA-intake port on the Driver's side is allowed to be changed by taping.

40.7.3. Safety Nets

Every Car must be equipped with the after-sales safety nets as specified in the valid spare parts catalogue and mounted complying with the Porsche AG mounting instructions.

These can be found in the Technical Manual, Chapter 5.4

40.8. Additional roof hatch accessories

The Car has an opening in the roof to make using the KED system easier should it become necessary to rescue the Driver. The roof hatch is located directly above the Driver. The roof hatch is connected to the roof with 7 live locks which must be accessible at all times (no foiling or painting of live locks is permitted).

41. Aerodynamic devices

Masking the radiator grilles is prohibited. The original position of the wing section is allowed to be changed within the specified scope for adjustment. Furthermore, entrants are allowed to tape over the full area of the headlight and day/turn signal light lenses with uncoloured transparent Heli tape, without thereby taping over a slot in the bodywork. Apart from the above, taping over any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed.

It is mandatory to have a strip of tape of a maximum of 850mm in length, positioned as per the tape in the photo below, to cover the slot between the front bumper and bonnet. The strip of tape is optional for the practice and qualifying.



42. Electrical equipment

From the moment the Cup Car enters the track or pitlane to the end of the “Parc Fermé” during qualifying and racing, only the Series Organiser and personnel nominated by the Series Organiser are allowed to connect laptops/computers to the Cup Cars. The word ‘track’ is understood as the part of a circuit that is clearly demarcated to race. For the same period, no external connection (also wireless) may be made between the Car and any external equipment other than the Car’s equipment to read from the antennas of the tyre pressure monitoring system. It is not permitted at any time for any Competitor to read any sensors with any equipment, which are not allocated to the Competitor’s own team. Any breach of this regulation may result in the Car being disqualified from qualifying or racing.

42.1. General description

- 10,3” Porsche colour display
- Porsche logger
- Porsche power box
- Fire extinguishing system (extinguishing agent: Novec gas)
- Lightweight Battery 12 V, 60 Ah (LiFePO4), leak-proof, placed in the co-driver footwell
- Alternator 175 A
- Fan in a lightweight design
- Single-arm wiper with direct drive (intermittent and continuous operation)
- Digital touch panel with multi-colour backlight.
- Three additional center console switches for additional consumers,
- Data connection (Data logger, Video system)

42.2. LED Lighting system:

- Main headlight
- LED daytime running light
- LED rear lighting system and rain light in compliance with the latest FIA Homologation Regulation

42.3. Optionally, the usage of the following electrical equipment is permitted:

AS Sensor GPS (9F2927748)

43. Fuel circuit

Only the original fuel system is permitted in combination with the after-sale defueling kit. It is described in the current Technical Manual as an “option defueling-kit standard tank”. All Cars must be equipped with this defueling kit. All parts shown in the spare parts catalogue indicated for long-distance races are prohibited.

The running of the Car using the service position of the fuel pumps is prohibited, as long as there is no technical issue with the system. The system may not be used with any of the pumps switched to the service position for more than one lap.

44. Lubrication system

44.1. Lubricants

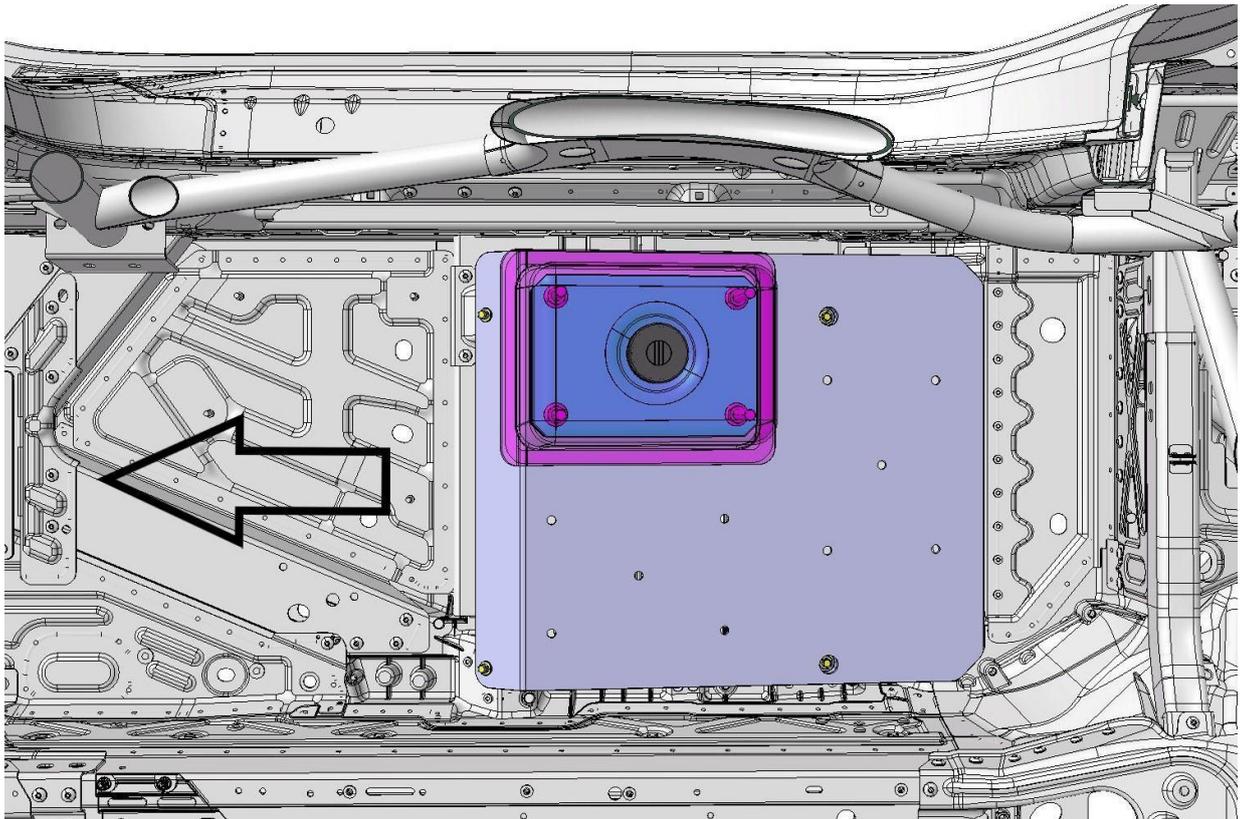
44.1.1. Engine:

Mobil 1 ESP X4 0W40 or Mobil 1 C40 GT 0W40 engine oil is mandatory. All additives are prohibited.

44.1.2. Transmission:

Mobilube 1 SHC 75W-90 transmission oil is mandatory. All additives are prohibited. No less than the minimum quantity of transmission oil as specified in the Technical Manual must be used at all times during the Event.

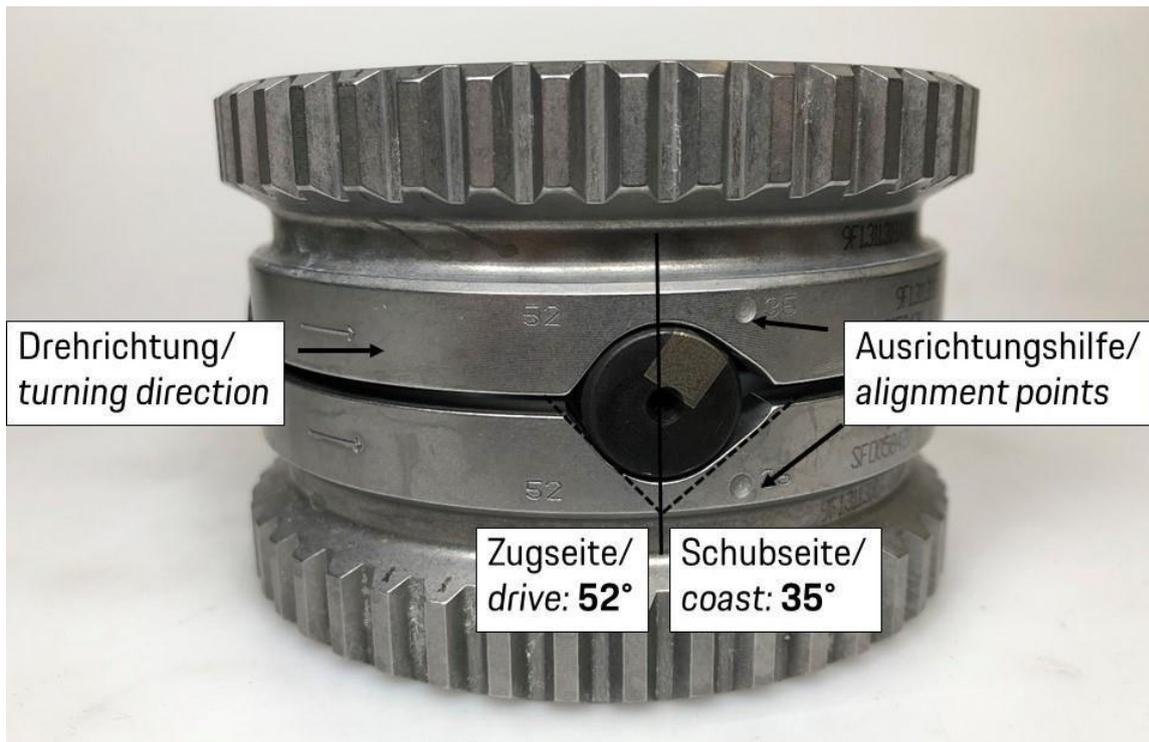
Attachment 1: Ballast weights



Auxiliary weights part numbers:

Part	Part number
AUXILIARY WEIGHT 2KG/6MM	9F1801141
AUXILIARY WEIGHT 3,4KG/10MM	9F1801141A
COVERING AUXILIARY WEIGHT	9F1801575
KNURLED NUT COVERING	WHS001903

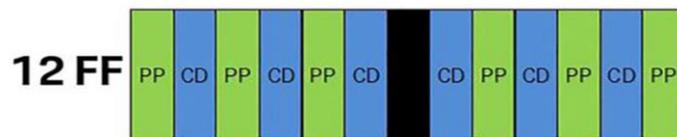
Attachment 2: Differential lock ramp breakover angle



Attachment 3: Differential design

The differential is fitted with 12 friction surfaces (12FF) as standard. The arrangement of the parts is shown in detail in the image:

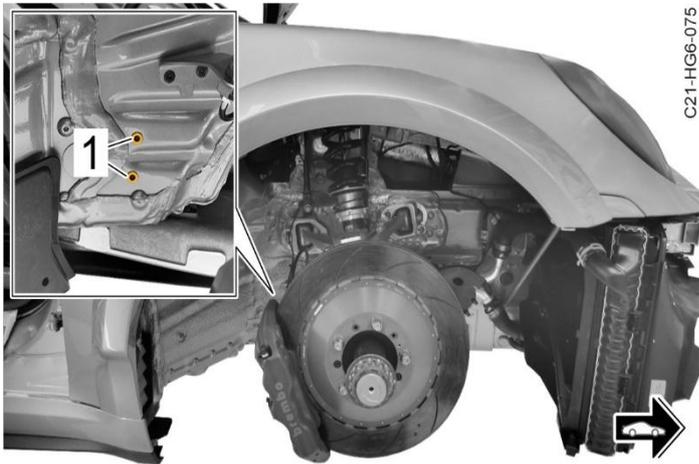
PP = Pressure Plates
CD = Clutch Discs
FF = Friction Plates



Attachment 4: Seat

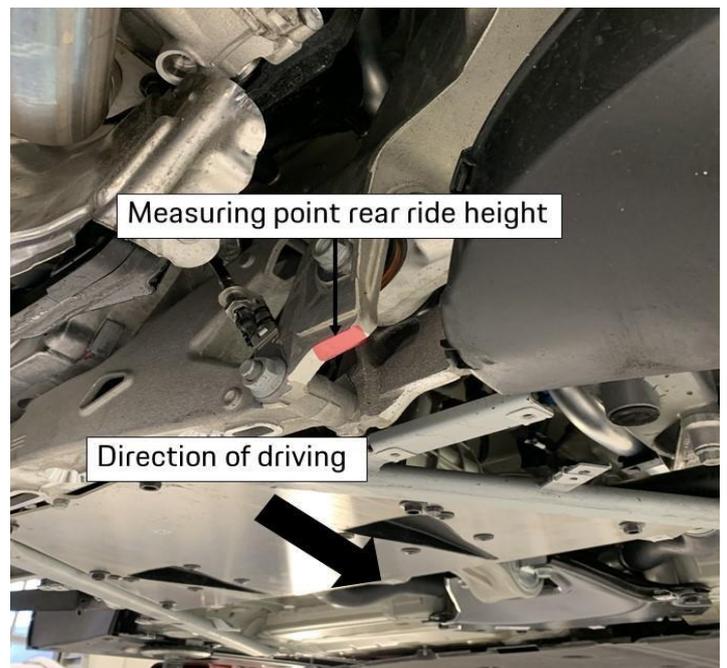
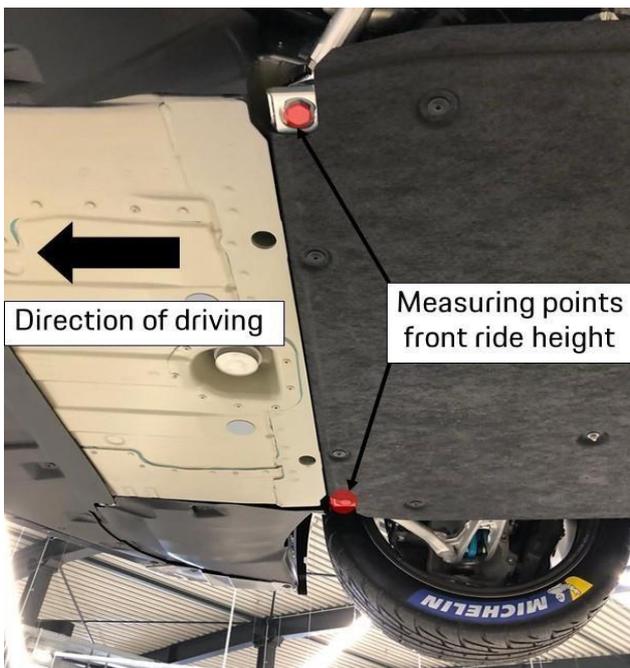
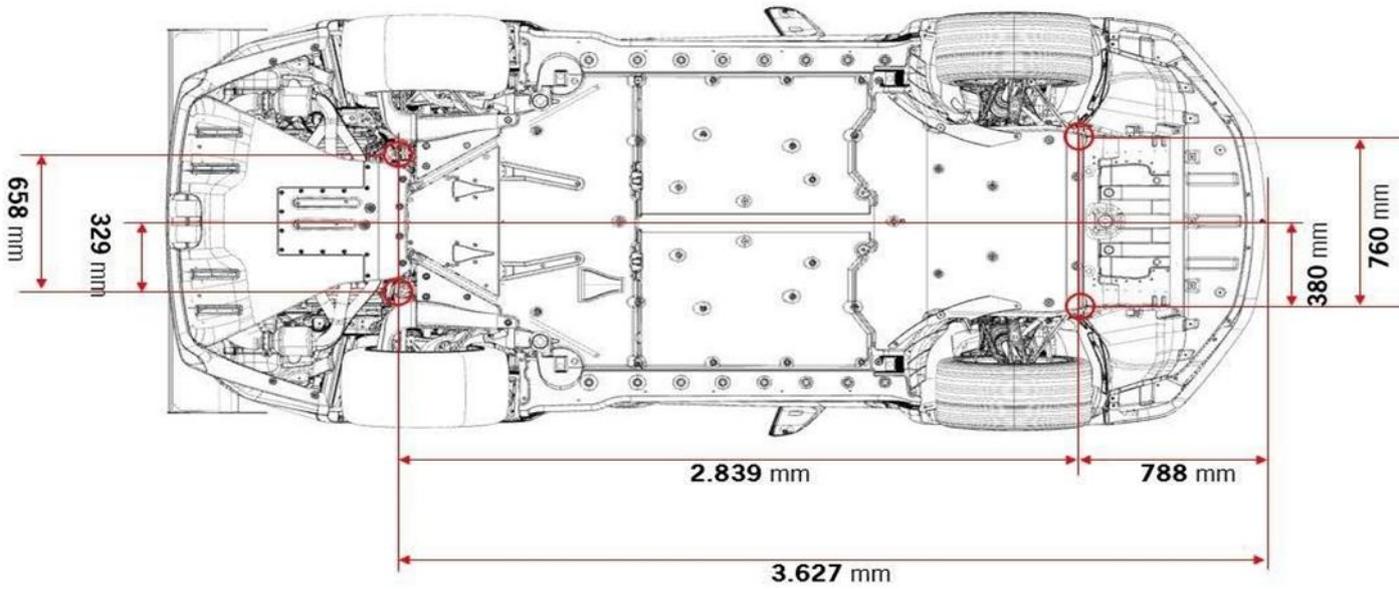


Attachment 5: Timing transponder (Mandatory for all competing Cars)



Attachment 6: Ride height measuring positions

Positionen Fahrhöhenmesspunkte/ ride height measuring positions



C.02 Porsche 718 Cayman GT4 RS Clubsport (MY 2021 – 2025)

45. General information

Technically identical cars with the designation Porsche 718 Cayman GT4 RS CS Type (982), built by Dr. Ing. h.c. F. Porsche AG in a small production run based on the Porsche Cayman GT4 RS, shall be used for the event. Only cars of model year 2021-2025 (982) see following general car description are permitted.

46. Engine

46.1. General description

- Aluminium six-cylinder mid-mounted boxer engine
- 3,996 cm³; stroke 81,5 mm; bore 102 mm Max. rpm: 8750 rpm
- Dual-mass flywheel
- Water cooling with heat management for engine and gearbox
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded max. E10
- Electronic engine management

Any work on the engine that requires the seal to be opened is only permitted to be undertaken at Dr. Ing. h.c. F. Porsche AG. An engine change has to be approved in writing by the event organizer before the change.

Engines can be called in and inspected at the instructions of the stewards.

46.2. Engine electronic control units

Throughout the entire event, only the electronic control units in original conditions are permitted to be used. The engine electronic control unit incl. the complete wiring harness must be used without modifications. The event organizer or the Technical Scrutineers reserve(s) the right to check or exchange the engine electronic control unit or record the engine characteristic data at any time during the event.

47. Cooling system:

The classic coolant is prohibited. The cooling system must be filled up with regular water that is mixed with the anti-corrosion agent with Porsche spare part number 9F0100628.

For the correct mixture consult the latest version of the technical car manual.

48. Exhaust system

Like in the general car description (see Part A Item 15), it is only allowed to use the original exhaust system, starting from the manifold, exhaust pipes, catalytic converters and muffler. It is not allowed to modify any of these parts.

- Manifold: 9F2254450/ 9F2254400
- Exhaust pipes incl. Catalytic converters: 9F2254351C / 9F2254350C
- Muffler: 9F2251052 / 9F2251053C

49. Power transmission (Gearbox/Differential Lock)

- Porsche 7–7-speed PDK gearbox
- Internal pressure-oil lubrication with active oil cooling
- Mechanical differential lock optimized for motorsports (Ramp angles: ACCEL 50°/DECCEL 35°)

The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual and must not be changed.

50. Lubrication system

Lubricants

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during any event.

The addition of any additives or any chemical changes to the lubricants is prohibited.

Engine:

Mobil 1 ESP X3 0W-40 engine oil is compulsory.

Transmission:

Mobilube 1 PTX 75W-90 transmission oil is compulsory. Pentosin FFI 3 clutch oil is compulsory.

51. Brakes

It is not permitted to modify the car to endurance brake calipers, even if they might be listed in the parts catalogue.

51.1. General description

- Two independent brake circuits adjustable by the driver via a brake balance system.
- Front axle:
 - Six-piston aluminium racing calipers in mono-bloc design with "anti-knock-back" piston springs
 - Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell and racing brake pads
- Rear axle:
 - Four-piston aluminium racing calipers in mono-bloc design with "anti-knock-back" piston springs
 - Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
 - Racing brake pads

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

- Front axle diameter: 17.8 mm Pn: 9F1611011D
- Rear axle diameter: 17.8 mm Pn: 9F1611011D

It is permitted to remove the protective rubber cap of the brake callipers bleeder valves, though this is not recommended. Only Cars with brake callipers that correspond with the delivery conditions are permitted.

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal, mechanical or chemical treatment of these springs is prohibited.

52. Wheel Suspension

52.1. General description front axle

- McPherson suspension strut, adjustable in height, wheel camber and track
- Double-shear track rod connection
- Heavy-duty spherical bearings
- Racing shock absorbers
- Forged & adjustable top mounts
- Double-blade-type adjustable anti-roll bar
- Electrohydraulic power steering with variable steering ratio
- Tire pressure monitoring system

52.2. General description rear axle

- Multilink rear suspension, adjustable in height, wheel camber and track
- Double-shear track rod connection
- Racing shock absorbers
- Double-blade-type adjustable anti-roll bar
- Tire pressure monitoring system

52.3. Allowed adjustments

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible combined thickness of the spacer washers in the front and rear axle control arms are:

- Front axle: 18.0 mm
- Rear axle: 18.0 mm

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by the Stewards' bulletin at any time before or during any event.

It is permitted to fix the camber shims in position with aluminium tape.

All bearing points of the front and rear control arms must be left in the position in which they are delivered.

The wheelbase on the left and right sides of the car must be 2,476 mm +/-10 mm.
The measuring points are the centres of the wheel hubs.

52.4. Anti-roll bars

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed. Only the respective setting options given in the Technical Manual are permitted to be used.

52.5. Shock absorbers/springs

Only the factory-installed type KW shock absorbers and KW chassis springs in their original condition are permitted to be used. The original delivery condition of the bump stops must not be modified in any way.

53. Ballast

The installation of the original Dr. Ing. h.c. F. Porsche AG ballast weights are permitted on the auxiliary weight base plate at the position of the passenger's seat in accordance with the illustration in Attachment 1. The ballast weights are identified by spare part numbers in the spare parts catalogue. No other ballast weights or locations are permitted.

If the original base plate does not contain the necessary holes for the mounting positions as indicated in these regulations, they can be added after consultation with the Technical Scrutineers. The mounting holes can only be added in the necessary positions to satisfy the requirements of these regulations.

54. Bodywork and dimensions

54.1. General description

- Lightweight bodywork with smart aluminium-steel composite construction
- Integrated (welded) roll cage, in compliance with FIA homologation regulations for safety cages
- Front bonnet with quick-release fasteners, air duct for brake cooling
- Removable rescue hatch in compliance with the latest FIA safety regulations
- Pre-equipped fixation point for centre safety net attachment
- Lightweight exterior:
 - Flax composite-reinforced plastic doors with sport-design rear-view mirrors
 - Carbon-fibre-reinforced plastic adjustable rear wing (7 positions)
 - Polycarbonate door windows
- Rear underfloor with NACA ducts for brake and driveshaft cooling

Modified 718 GT4 Cockpit

- Ergonomic driver-oriented center console
- Steering wheel with quick-release coupling, control panel and shift paddles
- Adjustable steering column with steering angle sensor
- Race bucket seat with longitudinal adjustment
- Homologated to the latest FIA requirements
- Individual padding system
- Shock-absorbing roll cage safety cover for leg protection at driver's footwell
- Six-point racing safety harness
- Built-in air jack system (three jacks) with valve mountable on both sides of the car

54.2. Overall car dimensions and overhangs:

The overall length of the car is 4,458 mm +/- 10 mm.

Total width: 1,817 mm

The wheelbase of the car is 2,476.0 mm +/-10 mm, measured at the centres of the wheel hubs.

The front overhang is 1,070 mm +/-10 mm, measured from the middle of the wheel of the front axle to the leading edge of the car (first point in the direction of the longitudinal axis, including the front lip).

The rear overhang is 912 mm +/-10 mm, measured from the middle of the wheel of the rear axle to the rear edge of the car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

54.3. External bodywork (including windows)

The delivery status of the bodywork must be preserved.

54.4. Windscreen

To protect the windscreen and as a safety measure, 'tear-off' screens are permitted to be attached to the windscreen. Fitting will be checked during Technical Scrutineering and must be removed where applicable on request of the Technical Scrutineers.

54.5. Rear window

Only the genuine Porsche Cayman GT4 RS rear window in their original version is permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

54.6. Cockpit

Seat

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green colour on the illustration of Attachment 3. Only the substitution of the original unmodified padding by another original unmodified padding in a different size is permitted.

Upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in Attachment 3) is permitted, as long as the original padding is not modified or removed.

The areas shown in yellow colour on the illustration of Attachment 3 may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm).

A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, coloured in black. For further components (seat shells, seat paddings, seat insert etc.) that are subsequently installed within the applicable FIA regulations, proof must be provided to the organizer during technical scrutineering upon request.

The use or change is subject to approval by the Series Organiser/Technical Scrutineers. The provisions of FIA International Sporting Code Appendix J Article 253-16 must be complied with at all times. The preferred supplier for padding components is the seat manufacturer (Recaro). The original seat mounting (seat rails and bracket) must be retained and must not be modified.

Safety nets

Every car must be equipped with safety nets mounted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

54.7. Additional roof hatch accessories

The car has a roof hatch (to facilitate Driver extraction) which is connected to the roof via 7 livelocks and which must be accessible at all times (no foiling or painting of live locks is permitted).

55. Aerodynamic Devices

The original position of the wing section is permitted to be changed within the specified scope for adjustment provided by the Technical Manual.

It is permitted to tape over the full area of the headlight lenses with transparent Heli tape.

Taping over any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted.

Any alteration or amendment outside the above set parameters will render the car non-compliant with the Technical Regulations and may be subject to penalties from the Stewards.

56. Electrical equipment

56.1. General description

- COSWORTH colour display ICD with integrated fault diagnosis
- Electronic throttle system
- Fire extinguishing system (extinguishing agent: FE36 and NOVEC gas)
- Lightweight 12 V, 60 Ah battery (LiFePO4) leak-proof, placed in the co-driver footwell
- Alternator 175 A
- Lighting system:
 - LED daytime running light
 - LED rear lighting system and rain light in compliance with the latest FIA Homologation
- Regulation

CAN connection (data logger, video system)

Optionally, the usage of the following electrical equipment is permitted:

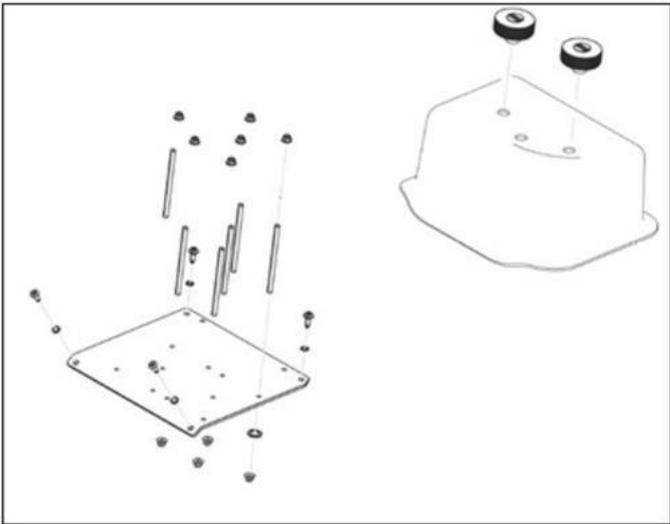
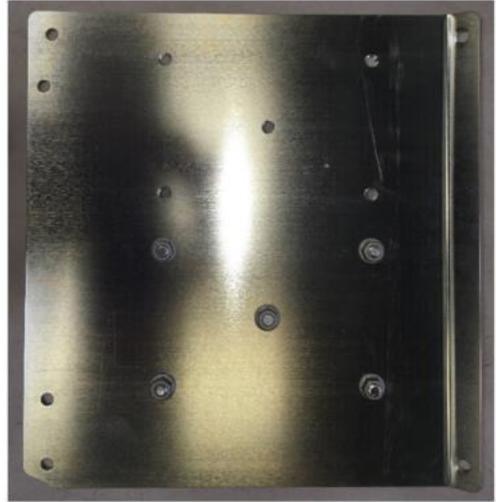
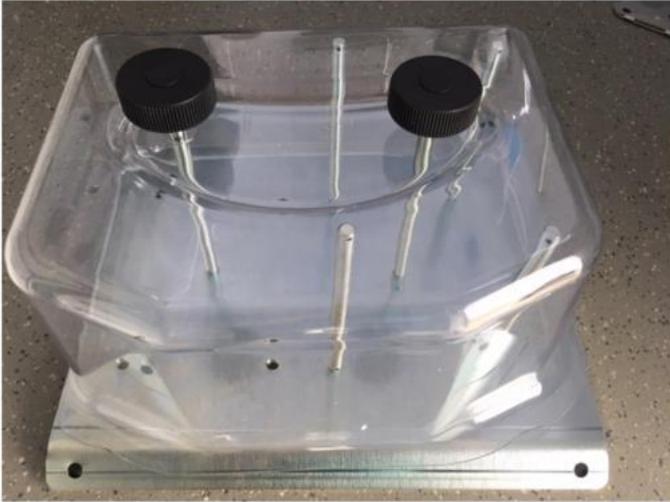
- Charging cable (1x 9F0051763B).

It is not permitted at any time for any competitor to read any sensors, with any equipment, which are not allocated to the competitor's own team. Any competitor breaching this regulation may be disqualified from the relevant session, race, or competition.

57. Fuel Circuit

Only original parts of the fuel systems specified in the Porsche Motorsport and/or Manthey Racing catalogue permitted to be installed.

Attachment 1: Ballast weights



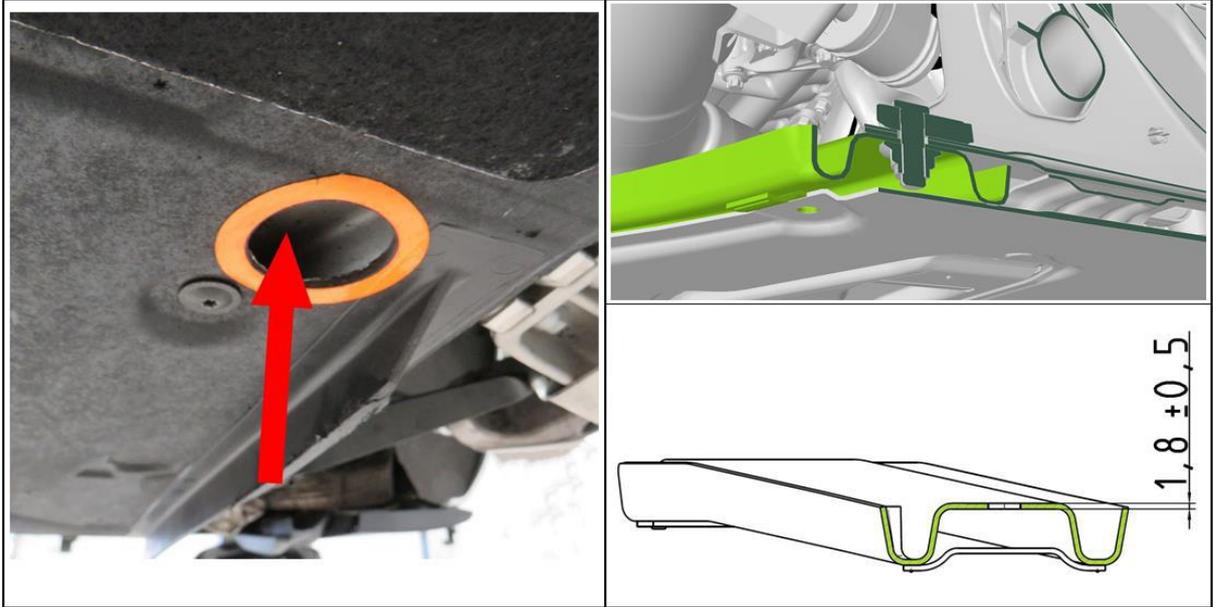
Attachment 2: Minimum Ground Clearance GT4 RS Clubsport

Front Axle



Front ground clearance: 70mm

Rear Axle



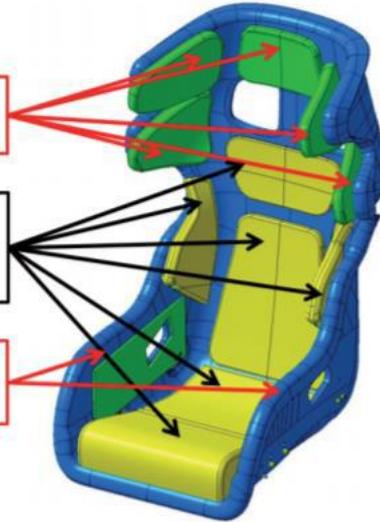
Rear ground clearance: 100mm

Attachment 3: Seat Padding

Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed



El presente REGLAMENTO queda aprobado a efectos deportivos.

Madrid, 20 de diciembre de 2025

Fdo.: Paloma Izquierdo
Directora Deportiva

