

Porsche Sprint Challenge Iberica

Technical Regulations 2025⁶

PORSCHE 911 GT 3 Cup (Type 992.1)

Name of the Series: Porsche Sprint Challenge Ibérica

Status of the Events: Spanish National Status

Riscos & Trajetorias, Lda hereinafter referred to as P21 Motorsport, hereinafter called the Series organiser, is promoting the Porsche Sprint Challenge Ibérica, hereafter called the PSCI.

The Porsche Sprint Challenge Ibérica is registered as a by the RFEDA (ASN) approved national series.

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1 - Foreword

The The Porsche Sprint Challenge Ibérica (PSCI), 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 Porsche Sprint Challenge Ibérica (PSCI) is a series that gives the opportunity to the Competitors to compete with Porsche 911 GT3 Cup cars Type 992.1. Only cars of the type/model Porsche 911 GT3 Cup, type 992 (a special series produced by Porsche AG), of the model year 2021, 2022, 2023, 2024 and which fully comply with these Regulations are eligible to participate.

The cars must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered RFEDA car pass or the corresponding document of another ASN associated to the FIA.

Cars may only deviate from the Technical Regulations where specifically agreed for development purposes on behalf of the Series Organiser. The deviations shall be referred for approval to the Scrutineers by the Series Organiser before the car is used and shall not involve any safety-critical modifications nor may they provide any performance or competitive advantage. Where required by the Series Organiser, Competitors must comply with the fitting of any additional parts or systems for development purposes.

2 - Source of spare parts catalogues

Spare parts catalogues, manuals, technical info, etc:

Porsche:

- PMRSI (motorsport.porsche.de)
- Porsche Centre
- P21 Motorsport
- Further applications: tech@porschessprintchallenge.es

Sales Porsche Motorsport parts & Equipment:

Sales Porsche Series parts & Equipment

P21 MOTORSPORT - logistics

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Official Michelin Tyre Supplier:

Neumáticos Álvarez

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3 - Definitions

Porsche Sprint Challenge Iberica as the organiser of the Event

PSCI	Porsche Sprint Challenge Iberica 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 dimension, which are not variable
PPN	Porsche part number
X	Mandatory rework

4 - Part numbers Porsche

Part numbers are indicated by the abbreviation 'PN'. 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.

5 - Principles of the Technical Regulations

In accordance with:

X	Art. 251 and 277 (Group EII-SH) of Appendix J to the FIA International Sporting Code
X	General provisions, definitions and clarifications regarding the technical rules
X	See also Article 5.10 concerning the safety equipment in events abroad
X	These Technical Regulations and their Annexes
X	Technical manuals of the eligible cars
X	Technical information of Dr. Ing. h.c. F. Porsche AG
X	Software information of Dr. Ing. h.c. F. Porsche AG
X	Spare parts catalogues of the eligible cars

Competitors must comply with all elements of each of the above unless they are clearly specified as being optional. National regulations of the RFEDA deviating from the FIA safety regulations are not valid for series and events with the status national. The safety regulations according to Article 5.9.2 of these regulations apply.

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

Save as otherwise stated a reference to an Article in this Part of these regulations is a reference to an Article in these Technical Regulations.

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Spare Parts Catalogue may be updated by Dr. Ing. h.c. F. Porsche AG. For Software Information, only the latest version is valid but Setups (based on the latest version) may be varied within the parameters allowed by Dr. Ing. h.c. F. Porsche AG. Any requirements may be varied for any specific competition by means of a Stewards' Bulletin issued at that event.

It is recognised that spare parts listed in the Spare Parts Catalogue may be subject to a change of part number during the season. Therefore a spare part which is identical to that shown in the Spare Parts Catalogue (and which has the same function, working principle and location in the vehicle) but which bears a different part number may be used, subject to prior approval by Dr. Ing. h.c. F. Porsche AG Aftersales Department. Such approval shall be at the sole discretion of Dr. Ing. h.c. F. Porsche AG and it is the responsibility of the Competitor to ensure such approval, where granted, is documented and retained for inspection by the Technical Scrutineers. Where a different part number is solely due to a change of number by the manufacturer for the same part, the new part number may be used without the need to obtain prior approval until such time as the Spare Parts Catalogue is updated. Where part numbers are particular to a model year but those parts are interchangeable between different model years and provide the same function, then the part numbers may be used in any type 992 Cup car independently of the model year (noting that, where parts form a set, they must be used as a set and it is prohibited in such cases to mix parts of an older version with parts of a newer version).

Certain alternative parts as detailed in Attachment 11 (see Part 4 of these regulations) which have different part numbers to, but the same function as, the original part in the car or in the Spare Parts Catalogue are allowed to be used for the originally intended function and in the originally intended position.

5.1 - General/preamble

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations. 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 Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with the RFEDA).

The installation of any permitted optional parts or systems must be in accordance with the manufacturer's instructions and must be approved by the Technical Scrutineers. Any such installations remain the sole responsibility of the participant. At the Technical Scrutineers discretion, any Competitor must, if requested, remove any optional part or system.

5.2 - Permitted modifications and installations

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

The limits of the modifications and installations permitted are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible cars in compliance with Article 6.1. The Porsche Genuine Parts are specified in the valid Spare Parts Catalogue in each case.

The use of components manufactured by Dr. Ing. h.c. F. Porsche AG for other groups of cars (e.g. Porsche road cars) is also prohibited.

The use of any items described as "optional" in the Spare Parts Catalogue is prohibited, if their use is not specifically permitted by these technical regulations.

Throughout the car, the standard fastening components such as nuts, bolts, washers, lock washers, spring washers and split pins must only be replaced by Porsche Genuine Parts.

The service and replacement intervals and adjustment values specified by Dr. Ing. h.c. F. Porsche AG (see Technical Manual) are to be observed.

The Series Organiser may permit modifications that do not correspond to the series production status on all or individual cars, providing these do not confer any competitive advantage (e.g. for the attachment of cameras; radio installations, etc. **installation/carrying of electronic systems related to other Porsche One Make Series**). The Competitor must make written (text form sufficient) application to the Series Organiser and receive written (text form sufficient) authorisation before making any such modification.

5.3 - Driver equipment

Driver equipment must be worn correctly at all times whilst the Driver is seated in the car in the pre-start area, the pit lane or on the track. It is compulsory to wear overalls in compliance with the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet in compliance with the FIA Regulations (Appendix L of the ISC) is compulsory

All Driver equipment must be worn in accordance with the manufacturer's instructions (balaclavas inside race suits, FHR systems correctly secured, etc). Failure to do so may result in the Driver being shown the black flag and/or being ordered by the Race Director or the Stewards to immediately rectify any error or omission and/or any penalty at the discretion of the Stewards.

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.

All Drivers' equipment of the pilots enrolled in the PSCI will be checked by the scrutineer at the beginning of the season. In the case of new or invited driver this must be verified at the race where they register. The time and place of verification will be described in the Supplementary Regulations of the event

5.3.1 - Frontal Head Restraint System (FHR; HANS® or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 is compulsory for all races and competitions within the Series.

Responsibility for ensuring compatibility of the Driver's equipment in order to enable 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.

5.3.2 – Drinking system

A drinking system may be used. Installation needs to be fixed using metal hardware and be able withstand a crash of 30G.

5.3.3 – Cooling system

A driver cooling system with cooling vest may be used. Installation needs to be fixed using metal hardware on the auxiliary weight base plate and be able withstand a crash of 30G.

5.4 – 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 **1380 Kg** will be announced by Stewards' Bulletin at the end of Technical Scrutineering of the first event.

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 annually and calibrated by the certificated Dr. Ing. h.c. F. Porsche AG Testing Laboratory or any other officially certificated Testing Laboratory.

5.4.1 – Base plate auxiliary weight

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.

5.4.2 - 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 3.

The ballast weights are identified by spare part numbers in the Spare Parts Catalogue and the reference table in Attachment 11. No other ballast weights or locations are permitted.

5.4.3 - Minimum car weight

The minimum weight of the car **is 1.300 Kg** will be announced by Stewards' Bulletin at the end of Technical Scrutineering of the first event. 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), the radio system assigned by the Series 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 Series Organiser to be fitted for development purposes in accordance with Article 1.
- **the weight of any optional equipment provided for in Article 6.11.3**
- **the weight of any additional parts or systems required or authorised by the Series Organiser in accordance with Articles .5.2, 6.11.2 and/or 6.12.4"**

5.6.4 – Minimum Driver weight

“The minimum weight of a Driver is ~~85,0~~ **80kg** ~~will be announced by Stewards’ Bulletin at the end of Technical Scrutineering of the first event.~~ The minimum Driver weight consists of:

- the Driver;
- the compulsory personal equipment of the driver (Article 5.5),
- 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.

5.6.5 - 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.

5.6.6 - 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.

5.6.7 - 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 the purposes of compliance with the regulations.

5.6.8 - Personal protective driver equipment during weighing

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

5.6.9 - Weighing of cars

The cars are weighed as follows:

- Weighing of cars is carried out regularly on the official scale.
- During the free practice and qualifying, weighing can also be done by the Technical Scrutineers on the scale of the FIA, which is at a fixed location in the pit lane. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the FIA scale indicates that the car in question might be found underweight on the official scale, this car, the Driver and his compulsory protective equipment

must again be weighed on the official scale which is the only result to be taken into consideration and to be binding.

- If a Driver is given the signal that his car has been selected for weighing, he/she must take the shortest route possible to the weighing area/FIA scale 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.

5.6.10 - 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.

5.6.11 - 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.

5.6.12 - Determining the Driver weights

After every free practice, qualifying and race, 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 FIA scale and/or Driver scale. Any differences between the FIA 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.

5.6.13 - 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.

5.6.14 - 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.

5.6.15 - 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 within its Category is more than 130% of the best qualifying time of the respective Class (PRO - Gold, Silver, Bronze and GD)

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

5.6.16 - 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.

5.7 - Emissions regulations

The cars must be equipped with a catalytic converter as supplied by Dr. Ing. h.c. F. Porsche AG and in accordance with the RFEDA exhaust gas emission regulations.

5.8 - Noise regulations

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

The 'standard silencers' (Pn: 9F1251051A) are mandatory at all Events. The 'Supercup Exhaust' (Pn; 9F1251187) is optional.

The maximum permitted noise limits are 144 dB(A) measured in compliance with the LWA- procedure and 112 dB (A) in compliance with LP-procedure

The PSCI 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 noise level will be determined in compliance with the RFEDA by measuring method (mandatory for all circuit events). The current RFEDA -noise regulations (see RFEDA) must be respected

5.9 - General safety

5.9.1 - 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.

5.9.2 - Safety equipment

The cars must possess all safety equipment in compliance with Article 277 of Appendix J to the FIA International Sporting Code (Group EII-SH).

The on-board fire extinguisher system must be switched into position “Armed” and the red LED illuminated from the moment a car leaves its team area to travel to the pre-start area for each session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

Note:

For events held in all of the countries listed in the Series calendar (Article 11 RDPSCI), the Series Organiser is responsible for observing and implementing (or agreeing any deviation from) any additional safety regulations of the respective ASN.

5.9.3 - 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.

5.9.4 - Fire prevention

It is the team (entrant) responsibility to have min two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the teams’ tent/awning/garage box at all time. 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.

5.9.5 – Pit Lane safety

5.9.5.1 - Unless instructed otherwise by the Race Director, during all practice and qualifying sessions cars must be parked at an angle of 45 degrees, nose in towards pit garages, whenever they are stopped in the Team’s pit area. When a car is ready to leave its pit area, the car must be pushed backwards (not reversed under its own power) with a team member responsible for ensuring the car is released safely and without impeding other cars.

5.9.6 - 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.

5.10 - Fuel type and single fuel

The following single fuel must be used:

The only permitted fuel is unleaded fuel in compliance with Article 252.9 of Appendix J to the FIA International Sporting Code which must comply with DIN EN 228. The only fuel allowed during all events is described in Art. 28.3 of the PSCI Sports Regulations

5.10.1 - Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. The Competitor must ensure that at any time from the commencement of pre-start for any session or race until the car is released from Parc Fermé at the end of the respective session or race (subject to removal of fuel for the weighing procedure), a minimum of 2.0 kg of fuel can be taken from the corresponding removal point (defueling coupling of the fuel cut-off valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the fuel supplier designated above.

The defueling process will be done on the measuring platform of the Technical Scrutineering area. If necessary, the Technical Scrutineers may specify a different location. During the defueling the vehicle must be stood on the platform (or the ground if a different location has been specified) on all four tyres and must not be moved. The required quantity of fuel must be able to be taken, from the removal point defined above, within a maximum period of 10 minutes after the start of defueling.

5.10.2 - Refuelling, refuelling installations and control

The addition of any additives or any chemical changes to the fuel are prohibited.

Fuelling and refuelling of the cars during free practice, qualifying and the race is forbidden.

Throughout the event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the Series Organiser. The minimum value of the last 24 hours will be posted on the digital notice board before the first session of each day. At no time is the temperature of the fuel in the car permitted to be less than the lowest outdoor air temperature as posted on the Digital Notice Board.

Any operations involving the handling of fuel require the proper grounding to earth of the car and all equipment involved; in addition, there must be two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations.

Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fuelling system may be chosen by the Competitor according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed.

The fuel will only be supplied in drums and may only be added and removed from the drums with the same closed-circuit fuelling system specified using a suction pipe.

Should there be any circumstances where a Competitor is unable to use the closed-circuit fuelling system, then with the permission of the Technical Scrutineers, any fuel operations must be performed outside the Team tent in a fenced and gated area of at least 5m 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 alternatively 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, Competitors, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the Competitor to ensure that such persons are excluded from the area.

Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective work area.

Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

5.11 - FIA FT3 Fuel tank

A FIA FT3 tank is mandatory for all Cars. Excluded from this rule are Porsche models that are delivered from the factory without FIA GT3 tank. The standard tank as delivered from the factory is mandatory for this Car type.

5.12 - Technical definitions

In addition to the definitions in the “General Regulations, Definitions and Clarifications regarding the Technical Regulations” (RFEDA regulations) the definitions set out in Article 251 of Appendix J to the FIA International Sporting Code shall apply.

Part 2 - Specific Technical Regulations

6.1 - General information

General car description

Porsche 911 GT3 Cup (992.1), MY 2021, 2022, 2023, 2024,2025

Concept: Single-seated, near-standard car based on the Porsche 911 GT3.

For further general descriptions, the Competitor (entrant) shall refer to the respective paragraph of these technical regulations.

Important Information

Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Motorsport Parts Sales Department at Dr. Ing. h.c. F. Porsche AG.

Dr. Ing. h.c. F. Porsche AG Abteilung Sportteilverkauf/EMV4

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E-Mail: raceparts@porsche.de

The cars must comply with the requirements of these Technical Regulations. Technical inspection and acceptance of the cars is undertaken by the Technical Scrutineers.

2.2 - Engine

6.1.1 - General description

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm Max.rpm: 8,750 rpm
- Single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converter
- Engine control unit Bosch MS 6.6
- Single-mass flywheel
- Required fuel quality: minimum 98 octane, unleaded, to E20

Only engines in accordance with Article 6.11.1 of these regulations are permitted to be used in the Series.

Engines can be called in and inspected at any time by the Scrutineers or on the instructions of the Stewards

6.2.2 - Engine electronic control units

Throughout the entire event, only the engine electronic control units sealed in accordance with Article 6.11.1 are permitted to be used.

The engine electronic control unit including 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 engine electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the engine electronic control units and to seal the plug-in connectors for reading the engine electronic control units at any time during an event. It is thus ensured that the status of the program and data is identical for all participating cars.

It is the Competitors responsibility to ensure that the engine electronic control unit is programmed and only used with the software

`MS66_PAG992_GT3_0203_992GT3CUP_klg9_SC23`

MS66_PAG992_GT3_0203_992GT3CUP_klg9_SC29 during each event.

The Series Organiser reserves the right to amend this program software requirement at any time during an event.

The Series Organiser must be informed in writing (text form sufficient) **before each event** of the VIN and ECU number if an electronic control unit which is to be used at that event has the capability of traction control. The traction control capability must be disabled at all times throughout the event.

6.2.3 - Exhaust system

The original Porsche racing exhaust is to be used. During all Events the 'standard' exhaust, including silencer is mandatory (Pn: 9F1251051A). The 'extra silent' pre-silencers (Pn: 9F1251052C) do not need to be mounted to the car but need to be brought to the track by the team in case they are needed due to unforeseen circumstances. The parts required are listed in the currently valid parts catalogue and installation of these components is described in the handbook.

If the competitor wishes to use the The 'Supercup Exhaust' (Pn; 9F1251187) as optional

A dispensation can be granted for non-original exhaust systems. These exhaust systems can be permitted to achieve lower noise levels of a Car. The dispensation needs to be requested to the series organisation at least 3 days before the Event. The dispensation is granted by the respective technical scrutineer.

6.2.4 – Engine oil quick refill

The use of the optional “oil quick filling kit” as shown in the Spare Parts Catalogue is permitted, provided the mounting is fully compliant with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

The hole in the engine lid required to fit the quick oil fill must be fully covered by Polyurethane clear tape (such as Heli tape or similar).

The use of the engine oil quick fill in the pit lane during any Porsche Sprint Challenge Iberica event is prohibited.

6.2.5 – Engine Coolant

The only permitted engine coolant is a mixture of 2 litres of corrosion inhibitor (available in the Porsche Motorsport parts catalogue) and 22 litres of distilled water. The use of anti-freeze is prohibited.

6.3 - Power transmission (gearbox/differential lock)

6.3.1 - General description

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	$i = 1.071$

- Six-speed sequential dog-type gearbox Sealed (for warranty purposes only)
- Internal pressure-oil lubrication with active oil cooling via oil-water heat exchanger
- Mechanical limited slip differential
- Three-plate sintered metal race clutch
- Paddle shift with electronic shift barrel actuator

6.3.2 – 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 4). The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see Spare Parts Catalogue).

6.3.2 – Transmission emergency function

If the transmission emergency function has been switched on, the car must immediately return to the pit lane. The car is not permitted to leave the pit lane again until this function has been deactivated.

6.4 - 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 are prohibited.

Engine

Mobil 1 C40 GT 0W-40 or Mobil 1 ESP X3 0W-40 engine oil is compulsory

Transmission

Mobilube 1 SHC 75W-90 transmission oil is compulsory.

6.5 - Brakes

It is not permitted to modify the car to endurance brake callipers, even if they might be listed in the Spare Parts Catalogue.

6.5.1 - General description

- Two independent brake circuits incorporating front and rear axle brake pressure sensors
- Driver adjustable brake force distribution via brake balance system
- Racing brake pads
- Optimized brake ducts
- Ergonomic brake pedal positioning
- Derivative sensors & harness for retrofitting an ABS system

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

- Front axle (diameter: 19.1 mm) and
- Rear axle (diameter: 17.8 mm). Cars delivered with brake master cylinders of 15.9 mm diameter need a replacement of the brake master cylinders with 17.8mm diameter from the 2025 Spare Parts Catalogue.

Front axle:

- Aluminium 6-piston fixed calipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminium disc bells
- Front Left: Assembly: 9F1615283A
- Front Right: Assembly: 9F1615284A
- Racing brake pads – Ref. 9F1615432
- Optimized ventilation routing

It is permitted to remove the protective rubber cap of the brake callipers bleeder valves, though this is not recommended

Rear axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented steel brake disc 380 mm diameter, 32mm thick, with aluminium disc bell
- Racing brake pads – Ref. 9F1615432B
- Optimized ventilation routing
- Rear Left: Assembly: 9F1615583A
- Rear Right: 9F1615584A

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

Only Cars with brake calipers are permitted that correspond with the delivery conditions. It is not permitted to modify

the Car to endurance brake calipers, even if they might be listed in the parts catalogue.

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)

6.6. - ABS System

The use of any system working like an ABS system or traction control is allowed.

All Porsche 911 GT3 Cup (type 992.1) are allowed to be equipped with the Bosch Motorsport ABS system (hydraulic power unit PPn: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 992.1) 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.

Setup can only be modified within the scope of the specified setting range (Dry-Wet switch, 12 positions switch).

The Competitor must ensure that the correct ICD and IPS setups are used as mentioned on PMRSI.

6.7. - Wheel suspension

- Forged control arms & top mounts: Stiffness optimized
- Heavy-duty spherical bearings with dust protection
- Wheel hubs with centre-lock wheel nut
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- Double-blade-type adjustable anti-roll bars
- Tyre pressure monitoring system

6.7.1 - General description front axle

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electric power steering with manual function to ease car manoeuvring

6.7.2 - General description rear axle

- Multi-link rear suspension, adjustable ride-height, camber and track
- Motorsport driveshafts optimized for reliability and durability

6.7.3 - Permitted adjustments (Camber)

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible thicknesses of the camber spacer washers in the front and rear axle control arms to change the camber angle are mentioned in the table below:

Front axle	20.0 mm
Rear axle	15.0 mm

The non-removable spacer (part number 9F1.505.184) of the rear lower control arm will be included when determining the combined thickness of the camber spacer washers.

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 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 adjustment of the excentre screw at the front upper control arm mounting bracket, within its specified setting range, is permitted.

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.

6.7.4 - 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.

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the Spare Parts Catalogue are permitted to be used to compensate for the axial clearance.

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 (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.

6.7.5 - 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 following number is stamped on the bump stops of the rear vibration dampers: 9F1412303B
The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Vibration damper

- Front: Pn: 9F1413031C
- Rear: Pn: 9F1513031C

Bump stop

- Front: Pn: 9F1412303B
- Rear: Pn: 9F1412303B

Main spring

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

Helper spring

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

6.8 - Wheels (flange + rim) and tyres

6.8.1 - General description

Single-piece light-alloy rims according to Porsche specification and design with centre lock.

- Front axle 12J x 18 ET 23.5 mm
- Rear axle 13J x 18 ET 44.5 mm

6.8.2 - Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original type of tyre pressure and temperature sensors. Only the use of valve caps mentioned in the respective Spare Parts Catalogue or valve caps supplied by the official tyre supplier are permitted and they must be fitted for all sessions at all events.

The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Wheel rims are not permitted to be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

6.8.3 - Tyres

Only the version of Michelin tyres approved for the Series with the following specification and supplied by the official supplier specified by the Series Organiser is permitted to be used for the duration of the events and the official test.

Slick tyres

- Front: 30/65 R 18 Porsche Cup N3
- Rear: 31/71 R 18 Porsche Cup N3R

Rain tyres

- Front: 30/65 R 18 P2L
- Rear: 31/71 R 18 P2L

Above mentioned tyres must be compulsorily equipped with the marking of the official distributor.

Tyres for qualifying and races of each event must be collected at the circuit from designated Michelin supplier.

The number of tyres permitted for each car entered to each event is defined by art 26.3 of the Sporting Regulations. Porsche AG suggests that all competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the official Michelin tyre supplier (Neumáticos Álvarez).

Should the tyre manufacturer prescribe a rotational direction for its tyres, then any departure from the manufacturer's recommendation is prohibited.

6.8.4 - Tyre damage

If a marked tyre is damaged during qualifying or in a race, should the Competitor wish to change the tyre then he must notify the Technical Scrutineers up to a maximum of two hours after the end of the Parc Fermé.

Damaged tyres can only be exchanged with the approval of the Technical Scrutineers and in agreement with Michelin. The Technical Scrutineers have the authority to declare damaged tyres as unsafe and insist that they are replaced. In this case, marking of the tyres by the Technical Scrutineers is necessary.

It is not permitted to replace more than one tyre throughout a complete event without penalty. If more than one tyre needs to be replaced throughout the duration of an event, the relevant car will start the next race from the last position on the starting grid.

Where a tyre is replaced after a race, this will be deemed to have taken place during that event and any consequent penalty will be applied to the relevant starting number at the next race in which it takes part.

The Stewards will make the final decision regarding the imposition of the penalty. The cars that qualified behind the respective penalised Driver will move up the grid by one position. If several cars are subject to the above rule, the corresponding cars/Drivers will be lined up at the back of the starting grid in the order of their qualifying results. This applies for slick as well as rain tyres.

6.8.5 - Treatment

Any chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones (“tyre scraping”) is prohibited. The use of heated covers, materials or other means of changing or preserving 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 any session, approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

6.8.6 - Tyre logs

All barcodes of the marked tyres will be recorded in lists, the so-called tyre logs, which will be transmitted to the Competitors. The Competitors must compare the barcodes of the tyres with those of the tyre logs.

Any discrepancy between the listed barcodes and the barcodes of the tyres must be communicated by the Competitor to the Technical Scrutineers in writing (text form sufficient) no later than one hour before the beginning of pre-start for the session in which the respective tyres may be used for the first time.

If there is no such communication, this will be deemed as implicit acceptance of the received tyre logs.

No tyre is permitted to be used that is not listed on a tyre log for the relevant car.

6.9 - Bodywork and dimensions

6.9.1 – General description

- Lightweight body featuring intelligent aluminium-steel composite design
- Integrated (welded) roll-cage in accordance with FIA regulations (permitted for co-Driver usage on circuit events)
- Front cover with integrated quick-release fasteners; cooler exit-air duct and central air intake for cockpit ventilation
- Removable rescue hatch in accordance with the latest FIA safety regulations
- Mounting points for lifting device
- Fenders with extensions
- Widened front bumper with spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations
- Pre-equipped fixation point for centre safety net
- Pickup point for lifting device
- Homologation Regulations

Lightweight exterior:

- Carbon-fibre reinforced plastic doors with quick release push button and sport-design rear-view mirrors
- Carbon-fibre-reinforced plastic rear lid with integrated quick-release fasteners; removable
- Carbon-fibre reinforced plastic adjustable rear wing with ‘swan neck’ mounting (11 positions)
- Polycarbonate door windows and rear side windows with ventilation openings
- Polycarbonate Windows with hard coating
- Rear underbody panelling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 cockpit:

- Carbon-fibre reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight aligned towards Driver
- Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons
- Adjustable steering column with steering angle sensor
- Safety nets (centre and Driver’s side) in accordance with latest FIA safety regulations
- Optimized cockpit ventilation featuring airflow directed at Driver
- Racing bucket seat in accordance with FIA Standard 8862/2009
 - Infinite longitudinal adjustment, two positions for height and inclination adjustment
 - Padding system in three sizes to adapt seat to individual Drivers
 - Preparation for seat ventilation
 - Six-point racing safety harness
- FT3 safety fuel cell (approx. 110 litres) and dry break couplings for fuelling and draining using a fully enclosed system
- ‘Fuel-Cut-Off’ safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the Car
- Colours:
 - Body painted with water-based paint
 - Exterior: GT-silver-metallic (M7Z)
 - Interior: GT-silver-metallic (M7Z) without clear lacquer finish
 - Rims: Platinum semi-matt (0B5). Rear wing in naked carbon

6.9.2 - Overall car dimensions and overhangs

Total length of the car	4.585 mm (180.51 inch)	+/- 15mm
Track width of the front axle measured at the centre of wheel hub plugs is	1.885 mm (74.21 inch)	+/- 10mm
Track width of the rear axle measured at the centre of wheel hub plugs is	1.855 mm (73.03 inch)	+/- 10mm
The front overhang is 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 front lip).	1,036.0 mm (40.79 inch)	+/-15.0 mm
The rear overhang is	1,081.0 mm (42.56 inch)	+/-15.0 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).

The wheelbase of the car is measured at the centres of the wheel hubs. 2,468.0 mm (97.16 inch) +/-15.0 mm

6.9.3 - External bodywork (including windows)

The delivery status of the bodywork must be preserved.

6.9.4 - Windscreen

As a replacement to the original part, a heated windscreen as shown in the Spare Parts Catalogue is permitted. The heated windscreen is permitted to be connected to the electrical system of the car and the heating function is permitted to be used.

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

6.9.5 - Side and rear windows

Any covering of the side (door) and rear windows by any form of tape or film (other than in compliance with the Sticker Regulations) is not permitted. **Covering of the rear side windows by tape or film is permitted provided that no slots or gaps are covered or reduced.**

6.9.6 – Cockpit

Seat

The adaption of the seat by the addition of original Sabelt seat padding shown in green and blue in Attachment 6 is permitted.

Each padding shape may only be used in the specific and correct location and direction as shown in Attachment 6.

Additional padding at the head rest can only be added in accordance with the following conditions and subject to the Technical Scrutineers' approval:

- The foam used for the padding must be the same material as the one used on the head rest 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, Article 253-16 of Appendix J to the FIA International Sporting Code 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 Article 253 - 16 of Appendix J to the FIA International Sporting Code must be complied with at all times.

The weight of the foamed seat insert will be included in the weight of the car, not in the Driver's weight.

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.

Safety nets

Every Car must be equipped with safety mounted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions. These can be found in the Technical Manual, Chapter 5.4

6.9.7 – Additional roof hatch accessories

The car has a roof hatch (to facilitate Driver extrication) 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).

6.9.7.1 – Roll cage safety padding

All Porsche GT3 Cup (type 992) must be equipped with the mandatory rollcage padding and food well foam defined in the current Technical Manual and Spare Parts Catalogue of the Car.

6.9.7.2 - 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).

6.9.8 - Ground clearance of car

The minimum ground clearance of the ready-to-drive car (with the Driver in the car and tyres in compliance with Article 6.9, at 2.0 bar ± 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.

For the entire duration of the event the ground clearance of the front axle is to be a minimum of:

Front	72.0 mm
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and the clearance at the rear axle a minimum of

Rear	106.0 mm
-------------	----------

The measuring points (see Attachment 5) at the front axle are the mounting bolts of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is permitted to be changed within the existing adjustment range.

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 11.8mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.8mm, the difference will be taken into account.

6.9.9 - Measuring location and method

The measurement of the minimum ground clearance is conducted on the measuring plate in the technical scrutineering area. The measuring plate is available to the participating teams to check the minimum ground clearance at all times in consultation with the Technical Scrutineers.

The minimum ground clearance is checked using an appropriate height gauge for the axle to be measured in each case. The measurement is checked with the ready-to-drive car including the Driver on board, standing on the measuring plate. If the measuring gauges can be correctly accessed under the measuring points described above, the requirement to comply with the minimum ride height is satisfied. If the Driver is not available at this point, the Competitor must nominate a substitute person of the same or higher weight as the Driver in this session to take the Drivers place.

The Technical Scrutineers may at any time at their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective competition number and used during the session that the check is performed during or after. The Technical Scrutineers may also use instruments such as callipers or depth gauges to determine the car's ground clearance.

6.9.10 - Failure to reach minimum ground clearance

Failure to reach the minimum ground clearance during the qualifying session may be penalised with the deletion of the times achieved by the Driver concerned. The Driver may be permitted, however, to take up the race from the last place on the starting grid, subject to the Stewards being satisfied with regard to the 130% qualification requirement. Failure to reach the minimum ground clearance in the race may result in disqualification from the points classification for the race.

6.10 - 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 Polyurethane tape (such as Heli tape or similar).~~

It is mandatory to have a strip of tape of maximum 850 mm 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.



~~Taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted, with the sole exception of taping over the slots between the fuel filler door and the surrounding front fender.~~

The use of the front air scoop (part numbers 9F1.407.811 and 9F1.407.812) is mandatory for each event.

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.

6.10.1 - Wrapping, painting and taping

Subject to compliance with the Sticker Regulations (Attachment 2) and Article 6.9.5, it is permitted to wrap or paint the entire outer surface of the vehicle (including the rear wing section) for the purpose of presentation, colour scheme and promotional advertising. No slots joints or openings may be wrapped unless specifically provided for in these regulations. Any wrapping or painting material used must not provide any aerodynamic advantage.

It is permitted to wrap or tape over the slots between the fuel filler door and the surrounding front fender.

It is permitted to tape over the full area of the headlight lenses with transparent Polyurethane tape (such as Heli tape or similar).

The use of a stoneguard over the lower rear fender is optional, but if a stoneguard is fitted, this must be the original Porsche part fitted in the original position. Where an original Porsche stoneguard is fitted, it is permitted to add a further layer of protection in the form of transparent Polyurethane tape (such as Heli tape or similar) either on top of or underneath the original Porsche part, provided that the dimensions of the additional layer do not exceed those of the original part.

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

6.11 - 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.

General description

- 10.3" Porsche colour display Porsche logger
- Porsche power box
- Fire extinguisher system (extinguishing agent: NOVEC gas)
- Lightweight 12 V, 60 Ah battery (LiFePO4) leak-proof, installed in co-Driver's footwell
- Digital touch panel with multi-colour backlight
- 175 A alternator
- Fan in a lightweight design
- Single-arm wiper with direct drive (intermittent and continuous operation)
- Three additional centre console switches for additional power consumers
- Data connection (data logger, video system)

LED Lighting system

- Main headlights
- Daytime running lights
- Taillights
- Rain light in compliance with latest FIA Homologation Regulation

The usage of the following electrical equipment from the Dr. Ing. h.c. F. Porsche AG and Manthey Spare Parts Catalogues is mandatory:

- AS Sensor GPS (9F2927748)

Optionally, the usage of the following electrical equipment from the Dr. Ing. h.c. F. Porsche AG and Manthey Spare Parts Catalogues is permitted:

- Z HARNESS USB
- RLU RUGGED USB MEMORY
- MTH000116A – AS Charging cable (installation according to latest mounting instructions)
- MT001179A – AS USB Memory holder

It is not permitted at any time for any Competitor, with any equipment, to read any sensors 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.

6.11.1 - Data transfer

The use of radio-based information transmission in the car (e. g. telemetry) is forbidden, the only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality.

It is not permitted at any time for any Competitor, with any equipment, to read any sensors 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

6.11.2 - Radio system (if applicable)

Only the radio system made available by the Series Organiser is approved for use. The Driver must be connected to the radio system during every session and must be able to receive instructions from the Race Director or the Series Organiser from the point of leaving the pre-start area until the car is parked in the team awning or in Parc Fermé.

Should the radio system not be operational by the start of a session (free practice, qualifying or race), the Race Director may prohibit the car concerned from participating in the session until the radio is operational.

Malfunctions or damage to the system must be reported immediately to the Technical Scrutineers.

The choice of hardware for radio reception from the "Earplug" port to the Driver is optional but must be checked and approved by the Technical Scrutineers. Further modifications to the radio system are not permitted. Extra equipment is only permitted to be coupled with the radio system by the Series Organiser.

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 / Competitor must produce proof that the components used are suitable for use in the car (fire prevention, etc.).

On written (text form sufficient) request by the Competitor, the Series Organiser can also release the communication between team and Driver. The Series Organiser has the right to listen to voice radio communication between the Team and the Driver separately.

The radio system is the property of the Series Organiser and must be returned to the Series Organiser in proper order after the last race of the season.

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

On written (text form sufficient) request by the Competitor, the Series Organiser may authorise that a separate radio loom 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 or the official radio system. The installation of a separate radio loom must be

approved by the Technical Scrutineers. The Series Organiser may withdraw such authorisation at any time during an event.

6.11.3 - Data recording

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the car's chassis number and must not be exchanged. Only the setups approved by Dr. Ing. h.c. F. Porsche AG are permitted to be used for the duration of the event.

The usage of the following equipment from the Dr. Ing. h.c. F. Porsche AG- and Manthey Spare Parts Catalogues is mandatory:

- **AS SENSOR GPS**

Only the onboard COSWORTH GPS antenna is to be used to create lap times in the recorded data.

For all tracks, where separate GPS start line coordinates will be provided by the Series Organizer, the GPS track must be set to "AUTO MODE" in the data recorders properties.

All recorded data relating to the competition must be made available to the Technical Scrutineers and/or the Series Organiser including service providers.

Optionally, the usage of the following electrical equipment from the Dr. Ing. h.c. F. Porsche AG- and Manthey Spare Parts Catalogues is permitted:

- **Z HARNESS USB**
- **RLU RUGGED USB MEMORY**
- **MTH000116A – AS Charging cable (installation according to latest mounting instructions)**
- **MT001179A - AS USB Memory holder**

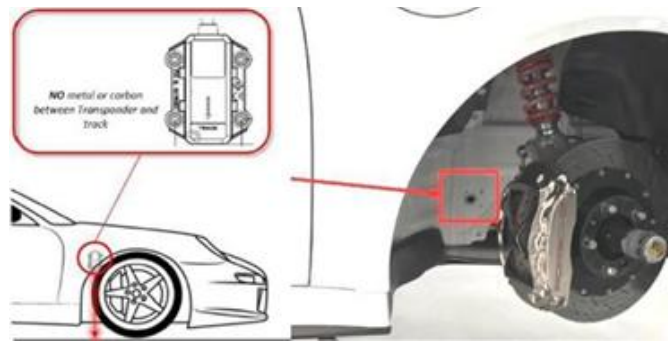
Any additional electrical connection to the car's wiring harness is not permitted. Installations set up by the Series Organiser are exceptions to this rule.

Where the Series Organiser requires an additional part or system to be fitted for development purposes, the Competitor is not permitted to access any of the associated data unless specific agreement is given in writing (text form sufficient) by the Series Organiser.

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

6.11.4 - Timing Transponder

Each team must equip their Car with a AMB transponder, for example from My laps. 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 organization. The illustration below refers to all Cars. Consult the Series Technical Manager or Scrutineer if needed.



6.11.5 - Cameras

The installation of a camera system is mandatory. This must be a 'High Definition' system. 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 on a removable memory card. We advise to foresee a spare memory card for in case one is confiscated for analysis. The PSCSE is 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. Mounted on the x-shaped tube of the roll cage behind the seat. The camera should be mounted in a way that it records the Driver and track in front of the Car. The illustration below refers to all Cars. Consult the Series Technical Manager or Scrutineer if needed.



Parts should be rigid. A key cord must be attached to the camera and roll cage. This to avoid a drop of the camera into the pedal box during an incident. Make sure that the keycard doesn't block the view of the camera while braking. The use of mounting parts with suction cup are forbidden, with the exception when using a 'Racelogic VBox' System RLVBVDHD001P. The use of camera on the outside of the cockpit are prohibited.

6.12 - Miscellaneous

6.12.1 - Seals

Engines and ECUs are sealed at the official premises of Dr. Ing. h.c. F. Porsche AG or its nominated representatives prior to delivery. A car with an unsealed engine or ECU or with a damaged seal is not permitted to participate in the Series under any circumstances.

The following seals are affixed at the works:

Engine

- Valve cover, left (1x) Valve cover, right (1x)
- Oil pump bottom (1x)
- Side throttle body left (1x), Side throttle body right (1x)

Engine control unit

- Connector for control unit wiring harness (2x)

Any work on the engine that requires the seal to be opened is only permitted to be undertaken at the official premises of Dr. Ing. h.c. F. Porsche AG or its nominated representatives. Before the engines are delivered and refitted, a new seal shall be affixed at the official premises of Dr. Ing. h.c. F. Porsche AG or its nominated representatives.

If seals and marks are applied to the car by the Technical Scrutineers or Dr. Ing. h.c. F. Porsche AG, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the car may be disqualified from the event.

If any of the seals on the engine control unit are opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing (text form sufficient) no later than one hour after closure of the “Parc Fermé”.

6.12.2 - Electronic car configuration

Throughout each event, the car must be run with the following configuration settings:

- traction control and ABS variant “Basis” and the logged channel “log_car_variant” with the value “1” visible in the display
- exhaust system setting on standard with “CW_SILENCE” visible in Racecon and the logged channel “B_silence_pt” both with the value “0”

6.12.3 - Additional fixation rear brake air duct

It is permitted to secure the two halves of the air duct element (part numbers 9F1.615.457, 9F1.615.458, 9F1.615.447 and 9F1.615.448), using a maximum of 3 cable ties around each element, to prevent their separation

6.12.4 - On-board marshalling systems

On written (text form sufficient) request by the Competitor, the Series Organiser may authorise that the antenna, GPS receiver, wiring and display **and/or other components** of the marshalling **track limits monitoring, or similar electronic** system of any **national other** 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.

Part 3: Environmental Regulations

1 - Introduction

The Environmental Regulations (ER) apply to all participants engaged in the PSCI. The latest version will be valid and will be posted on the Digital Notice Board (Edubreak), copies also available upon request from the Series Organiser. Implementation is mandatory and must be incorporated in the daily duties and activities of groups and individuals. With the support of the PSCI Environmental Officer (EO), it is the responsibility of each Team Manager and representative to ensure that each of their team members, employees and contractors are familiar with the requirements of the PSCI ER. This also applies to event-specific information or amendments.

For the purposes of this ER, the 'environment' will be the venues that the PSCI operates within.

The ER will be implemented by everyone involved in the PMSC and will be overseen by the PSCI Environmental Officer, who will be responsible for monitoring and ensuring compliance with its provisions. Competitors must make every effort to minimise the environmental impact of their operations in accordance with the ER and must cooperate fully with the EO in the implementation of the environmental protection measures detailed in these regulations. The EO will inform, educate, and support all those within the venue on environmental matters.

Each PSCI participant will be responsible for the behaviour and actions of all persons associated with their entry. In case of breaches of the regulations, these will be reported to the Stewards by the EO. Payment of any financial penalty will be donated by RFEDA to an environmental charity and there will be no right of appeal against such decisions. For particularly serious or persistent breaches, the participant may be disqualified/excluded from an event or suspended from all or part of the Series. In addition, the individual / organisation may be liable for the damages caused by their non-respect of the environmental provisions.

The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with the RFEDA).

2 - General Environmental Regulations and Guidelines

2.1 - Protection of the Ground, Water and Air

The three most common areas of potential pollution are the ground, the air and local water supplies.

Therefore, the following actions must be taken:

- (a) The prevention of leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, or other contaminants into the ground.
- (b) The provision of suitable containers/facilities to recover rubbish, oils, detergents, etc.
- (c) The provision for the treatment of any spillage and the disposal of contaminated material.
- (d) The strict enforcement of procedures to prevent persons from emptying on to the ground waste liquids from vehicles or other facilities located in the paddock. Waste liquids should only be disposed of at the circuit if the venue organiser has provided a proper facility to allow this.
- (e) Upon departure, leaving the paddock in the condition it was initially found and without any evidence of any PSCI activity.

2.1.1 - Vehicle Washing

- (a) If designated wash areas are available at the venue, these must be used for all vehicles (trucks, cars, quads, etc.). The precise areas where vehicle washing is allowed will be defined by the PSCI EO for each event and competitors must only use the designated areas.
- (b) Only water, without the addition of soap or detergent, is recommended. If soap or detergent is used, it must be biodegradable and the pH-value of the concentrate must be between 5.0-10.0. Additional specific requirements may apply for each event.

2.1.2 - Waste and sewage

Based on the available waste separation of the circuit, all waste must be disposed of properly.

Waste must be retained by the participant until the approved facilities provided by the venue organisers can be used.

The waste producer has the initial and overall responsibility to place the waste in the available and correct container or location. Each participant and/or team member is responsible for the waste generated by their team during the

event. Competitor teams and associated guests must acquaint themselves with the regulations applicable to each event.

Used tyres must be retained by the teams or manufacturers. The use of disposable tableware should be avoided wherever possible.

Wastewater must be fed to the appropriate wastewater intake; all requirements regarding the separation of oil, grease, and chemicals must be observed, just as the local water management regulations should be observed. Under no circumstances may wastewater be sent directly to local rivers or water courses.

Should the Event Organiser identify any specific policy regarding Waste Management, this information will be communicated to everyone within PSCI and must be complied with.

Competitors should ensure waste in their team awnings is stored away from drains, boreholes, wells, and controlled waters.

Team bins must be in good condition and, when required, covered to prevent dust and litter being blown out. If there is any likelihood of stored waste contaminating the surrounding environs, all necessary steps must be taken to ensure no contamination occurs. This may include the use of containment bunds with rain shelters and the use of sealed containers. Where any hazardous waste is disposed of, those responsible must ensure that any local regulations or requirements (such as control documentation) are complied with.

2.2 - Sound Levels

2.2.1 - Introduction

There may be concerns regarding sound levels at events beyond the cars themselves, particularly if there are local noise restrictions.

The Series Organiser will request from the Event Organisers any information regarding magnitude of sound from public address systems, crowds and other sources associated with an event. This ER deals specifically with the measures being taken by PSCI.

2.2.2 - Specific Sound Levels

Should the Event Organiser identify any national, regional or event specific regulations governing sound levels, this information will be communicated to Competitors, who must ensure these are respected.

2.2.3 - Power Generation

The provision of electrical power will, wherever possible, be via a permanent power supply as opposed to the use of generators. It will be the responsibility of the electrical power provider to make this as energy efficient as possible, e.g., a permanent supply rather than a portable generator.

Each participant who needs to use a portable power generator must inform the EO and have it approved before operation. It must conform to the following criteria:

- (a) Located away from personnel to avoid disruption due to noise and vibration.
- (b) Be 'super silenced' so that emitted noise is kept to a minimum level.
- (c) Be sized to the optimum level so that it is neither running to its capacity or being over large and therefore not efficient.
- (d) Be surrounded by screening.
- (e) Only be operated during the required hours and not unnecessarily at any time.

2.3 – General Paddock Activities

The methodology in which work activities are undertaken should apply Best Practicable Means (BPM) to minimise any nuisance or negative impact on local, sensitive receptors, such as members of the public and any neighbouring populated areas.

The following measures should be considered when attempting to reduce noise and other nuisance factors:

- (a) Use dust extraction equipment when drilling and cutting.
- (b) Locate equipment away from sensitive receptors.
- (c) Use temporary screens to act as acoustic barriers.
- (d) Isolate equipment when not in use.
- (e) Fit white noise systems on vehicles to reduce noise nuisance when reversing.
- (f) Keep engine compartment covers closed.
- (g) Limit vehicle movements in the paddock.
- (h) Only run vehicle engines when absolutely necessary.

2.4 - Travel & Accommodation

Environmental considerations should also extend to travel and accommodation whilst attending a PSCI event.

2.4.1 - Travel

Whenever organising travel to/from an event, the following should be taken into consideration:

- (a) Rent vehicles with good fuel economy, particularly hybrid or electric vehicles.
- (b) Plan for multiple occupancy – avoid single person rental.
- (c) If feasible, use minibus type vehicles instead of several cars.

2.4.2 - Accommodation

Whenever organising temporary accommodation (hotels, apartments, etc.), the following should be considered:

- (a) The location of the accommodation to avoid long journeys to/from the circuit.
- (b) The environmental rating of the accommodation.
- (c) The environmental policy of the accommodation.

2.5 - HGV Tractor Units

Wherever possible, HGV tractor units which run on HVO (Hydrotreated Vegetable Oil) should be used (or fuels available that could immediately replace diesel in existing vehicles that would help to meet these targets). Many trucks that are already on the road can run on HVO, which is a form of renewable diesel that has been produced from renewable and sustainably sourced vegetable fats and oils. Unlike regular biodiesel, hydrogen is used as a catalyst in the creation process instead of methanol.

HGV tractor units and any other support vehicles must not be left with engines idling more than is necessary to power systems, fill air tanks or move vehicles.

2.6 - Emergency & Incident Preparedness

In order to minimise the risk of a pollution incident, Competitors must ensure all staff members and their contractors understand the environmental risks associated with their work activity and what control measures are in place to eliminate or reduce negative environmental impact. They should recognise any lapse in such measures and, should an environmental incident occur, it must be immediately reported to the PSCI Environmental Officer who will instigate appropriate remedial measures.

2.7 - Publicity / Advertising

Competitors are not allowed to:

- (a) Attach posters to trees, bushes, or other forms of plant life.
- (b) Place signage or advertising without having obtained permission from the PMSC Series Organiser.
- (c) Distribute leaflets / pamphlets or other forms of advertising material without the prior permission of PSCI.

2.8 - After the event

Competitors must ensure that:

- (a) Any signage, posters or other advertising is removed.
- (b) Any waste is removed and the surroundings cleaned up before departure.
- (c) Any damaged or discarded parts are removed or, where facilities permit, deposited in appropriate waste containers.
- (d) All waste is placed in the relevant and designated waste-containers.

3 - Specific Team Environmental Regulations and Guidelines

Prior to the first event at which the team will participate, the Environmental Scrutineering Document provided to participants by the EO must be completed fully and sent electronically to the EO. The deadline for submitting the fully completed EO Scrutineering Document is the official communicated Team Truck Paddock Entry time. If there are any changes to the declarations or if the team wants to communicate a positive sustainable action, the team is responsible for electronically resubmitting the document with the changes to the EO before they are applicable at the venue. The correctness of the declarations in the transmitted document can be checked by the EO at any time.

3.1 - Collection of Hazardous Liquids / Environmental Mat

An absorption mat measuring approximately 1.60 x 3.75m must be available for each competing car at all times during each event.

The mat must be liquid-tight, tear-resistant, and highly absorbent. It must be composed of an absorbent upper part and an impermeable lower part and particularly suitable for absorbing oily liquids.

A suitable mat will be issued to the teams at the Season Test or to Guest starters at their first event of the season. In case of loss or damage of the mat, the team must provide a suitable replacement of their own. The mats are reusable, but it is the team's responsibility to assess when a mat can no longer be used according to the defined requirements / manufacturer's instructions and needs to be replaced. Any such replacement must be provided by the team. The replacement of a mat can also be instructed by the Environmental Officer at any time. During a PMSC event, the proper disposal of a contaminated mat must be discussed with the Environmental Officer.

Each team must also have a sufficient number of containers suitable for collecting liquids.

The mats are more suitable for collecting oily liquids, while the containers should be used, for example, for coolant. The Environmental Mat and suitable containers must be readily available for immediate use or already be placed underneath the relevant part:

- (a) Wherever work on cars is undertaken, where liquids may leak.
- (b) In the Parc Fermé and when unloading recovered, damaged vehicles.
- (c) During all sessions in the pit lane. In addition the blue canister for coolant and a suitable funnel must be taken into the pitlane for all sessions in order to be able to transport any leakage safely back to the paddock for proper disposal.
- (d) When any refuelling is undertaken, which is not carried out with a closed-circuit fuelling system.

A suitable absorption mat must also be placed under all diesel-powered generators.

Each Competitor must ensure at all times during events that hazardous liquids are collected by suitable containers or absorbing sheets (as above) and disposed of in the designated area(s). Any hazardous liquid container must be stored in a separate container that holds any spillage or overflow.

Competitors should be aware that fluids may still seep through a mat and, even where a suitable mat is used, they must take all necessary steps to ensure that no harm comes to the ground.

3.2 - Disposal of Hazardous Liquids

Environmentally harmful liquids such as oil, coolant (with or without antifreeze) and brake fluid must be disposed of in the designated containers. All liquids must be retained by the team until the approved facilities provided by the venue organisers can be used. Each team member has the initial and overall responsibility to place the waste in the available and correct container or location.

If no suitable containers are provided, the team must take the liquids for disposal in a leak-proof container. For this purpose, three canisters per Competitor licence will be handed out by the EO at the Season Test or at the first Guest start. These canisters must be brought to each PMSC event and may only be filled with the prescribed liquids:

- 1x minimum 5 litre canister in yellow for brake fluid
- 1x 20 litre canister in red for oil
- 1x 30 litre canister in blue for coolant

It is the responsibility of the teams to ensure that each team member is familiar with and adheres to the colour code.

3.3 - Tyre Cleaning

Tyre cleaning by water should only be undertaken if all wastewater is collected and disposed of in the designated area(s).

Only water, without the addition of soap or detergent, is recommended. If soap or detergent is used, it must be biodegradable and the pH-value of the concentrate must be between 5.0-10.0.

Otherwise, the tyre washing machines provided by the Series Organisation must be used.

Additional specific requirements may apply for each event.

3.4 - Fuel

- (a) Only fuel specified in the regulations may be carried and used.
- (b) The fuel should be stored strictly in accordance with the supplier's instructions.
- (c) Fuel should be installed into and extracted out of the racing cars using the closed system specified.
- (d) Any fuel spillage must be immediately cleaned up using proprietary cleaning products.
- (e) Any spillage must be immediately reported to the PSCI EO.

3.5 - Gravel

It is possible that cars may pick up gravel when driving through gravel traps or after other cars have brought gravel onto the track and then carry this back to the pit lane or the paddock. Any such gravel which is cleaned out of the cars must be collected and returned to the circuit maintenance team.

In the pit lane, gravel must be swept up by the relevant team and returned to the paddock. The necessary equipment must be brought by the teams themselves. In the paddock / team awnings, gravel must be swept up and also returned to the circuit maintenance team.

3.6 - Engines

The starting and running of engines will be restricted to specified times. The event timetable will define the time periods when engines may be run. No engine is allowed to be run unless it is essential to do so, and then only for the minimum time necessary.

3.7 - Storage of Fuel, Oils & Chemicals

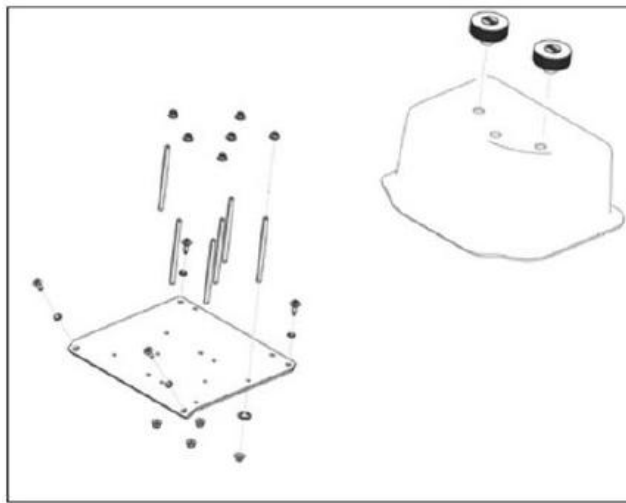
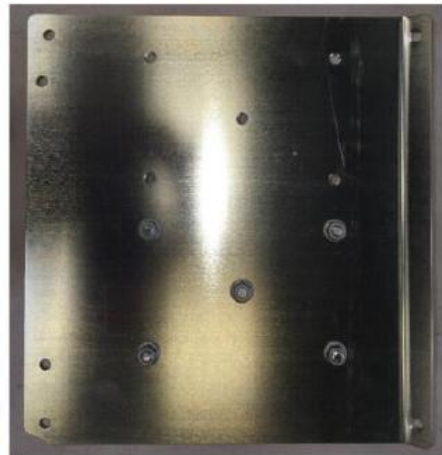
Containers should be stored within a Spill Container, Bund, or any other suitable secondary containment system (SCS). All containers should be in a safe place to minimise the risk of damage and locked-off when not in use. For oil tanks, intermediate bulk containers and mobile bowsers the SCS should be able to hold:

- (a) Where one container is being stored - a minimum of 110% of the total volume.
- (b) Where more than one container is being stored - a minimum of 110% of the largest container's storage volume, or at least 25% of their total volume (whichever is greater).
- (c) For drum storage, the interceptor tray should be able to hold at least 25% of the total storage capacity of the drums.

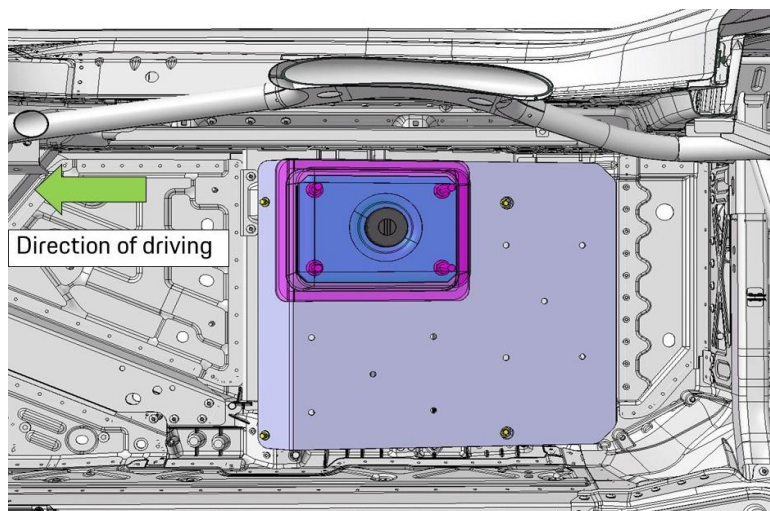
Bunded areas should be made impermeable to water and oil. The base and walls should not be penetrated by any valve, pipe or opening that is used for draining the system.

Part 4: Attachments / drawings

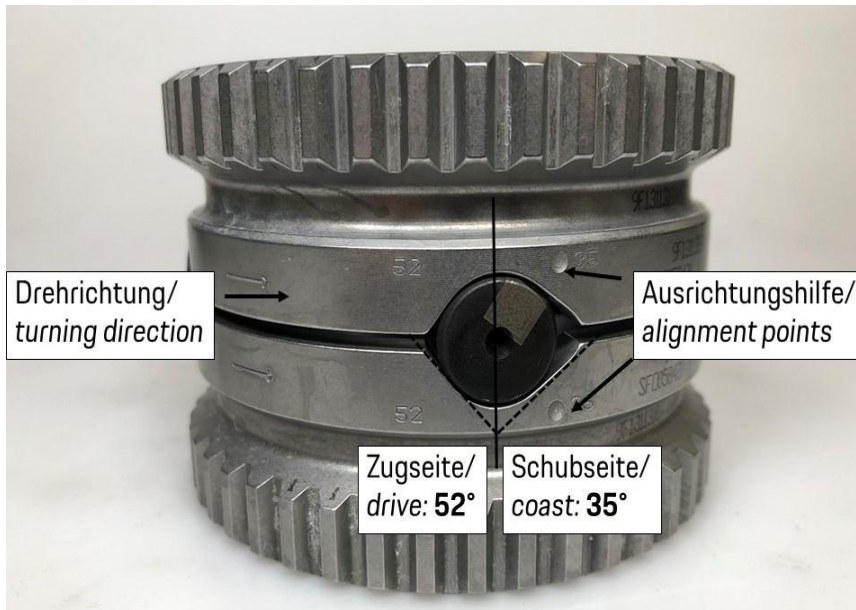
Attachment 3: Ballast weights



Ballast position on the front right side of the ballast plate mounted on the passenger seat mounting points.

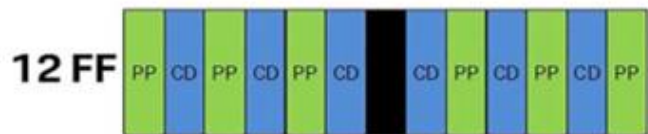


Attachment 4 – Differential lock ramp breakover angle



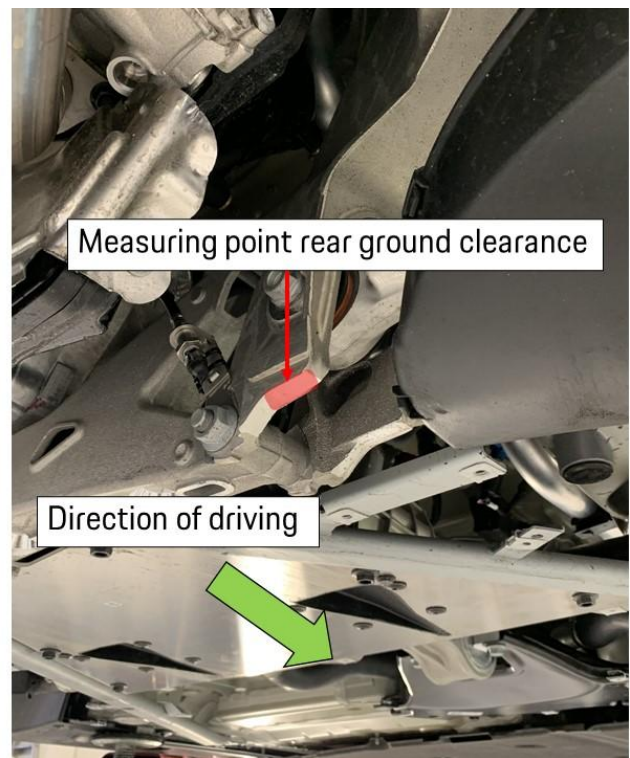
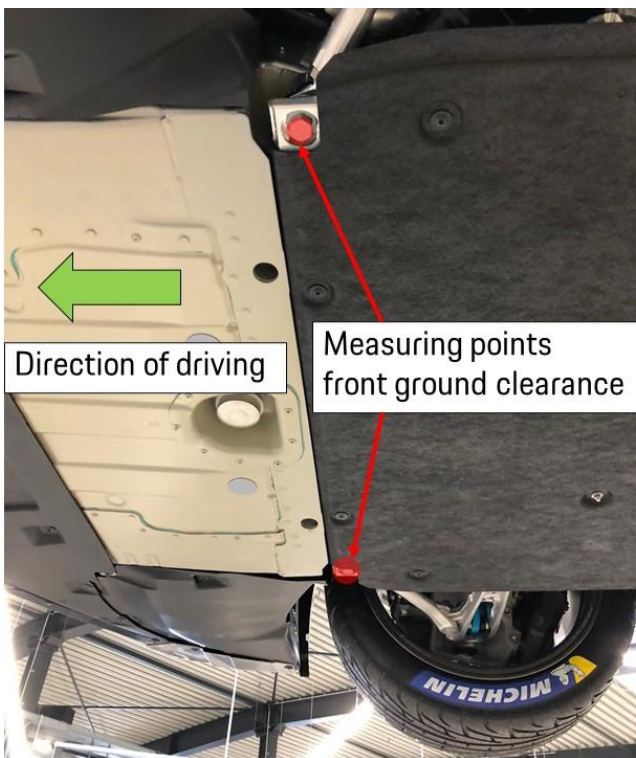
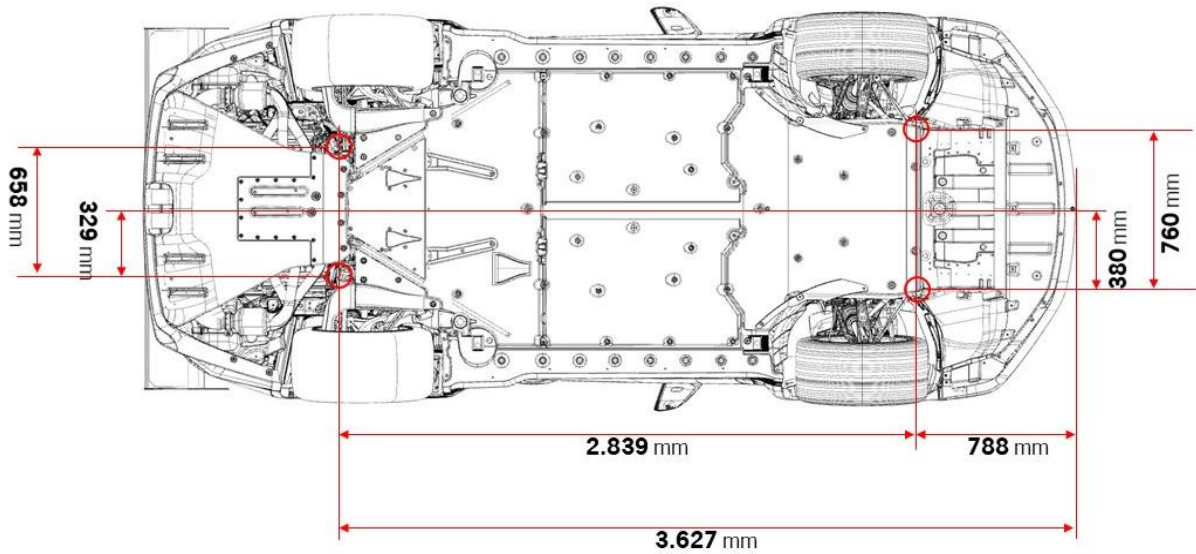
The differential is fitted with 12 friction surfaces (12FF) as standard. The arrangement of the parts is shown in detail in the image:

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

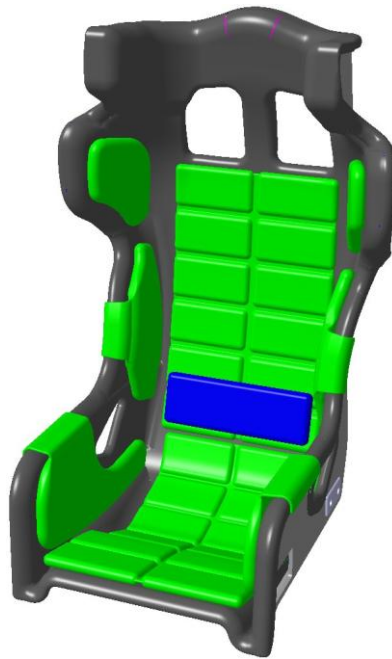


Attachment 5 – Ground clearance measuring points

Ground clearance measuring positions:



Attachment 6 – Seat padding



Attachment 11 – Alternative Part Number Reference Table

Part	Number	Alternative (previous model)	Number
AUXILIARY WEIGHT 2KG/6MM	9F1801141	99150484800	
AUXIALIARY WEIGHT 3,5KG/10MM	9F1801141A	99150484801	
AUXILIARY WEIGHT BIG 6,8KG/20MM	9F1801141B	99150484802	
COVERING AUXILIARY WEIGHT	9F1801575	9915048659B	
KNURLED NUT COVERING	WHS001903	9915048529B	
WHEEL NUT LEFT	9F1412157	9973313079A	
WHEEL NUT RIGHT	9F1412158	9973313089A	

El presente COMPLEMENTO queda aprobado a efectos deportivos.

Madrid, 13 de marzo de 2026



Fdo.: Paloma Izquierdo
Directora Deportiva

