

Porsche Sprint Challenge Iberica

Technical Regulations 2026

Vehicle	718 Cayman GT4 RS CS
<i>Model</i>	982
<i>Model Year</i>	2020, 2023, 2024, 2025

Porsche Motorsport informs that the following Technical Regulations can be used as a template for the use of the Porsche 718 GT4 RS Clubsport in a Porsche One-Make Series.

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.

Series Promoter	(Riscos & Trajetorias, Lda) P21 Motorsport DNA Cascais Cruz da Popa Alcabideche 2645-117 Alcabideche T: + 351 21 4822240
Contact:	José Monroy - Series Manager Mobile: + 351 916629351 Email: info@p21motorsport.com

A - Foreword



The Porsche Sprint Challenge Ibérica (PSCI) is a series that gives the opportunity to the Competitors to compete with Porsche 718 Cayman GT4 RS Clubsport Type (982), built in the years as specified. All Cars need to be in the specification such as they left the factory, except when this is clearly allowed by these Regulations. If at any time a team is in doubt about their Car's legality, either because of after-market modifications made to the Car in its history or because they have fitted original parts sold some time after the production of their specific Car, then they are encouraged to have the Car checked by the Series' Technical Manager.

C - Source of spare parts catalogues

All spare parts required by a competitor must be purchased directly from P21 Motorsport

Spare parts catalogues, manuals, technical info's, etc:

Porsche:

PMRSI (motorsport.porsche.de) => Registration form included with every new Car

Porsche Centre

P21 Motorsport

Further applications: tech@porschesprintchallenge.es

P21 MOTORSPORT - technical department

Rua das Fisgas 442 Armazém 1 - 2645-117 Alcabideche

Phone: + 351 21 4822240

Contact: Dinis Mota

Email: tech@porschesprintchallenge.es

Sales P21 Motorsport Series parts & Equipment:

Rua das Fisgas 442 Armazém 1 - 2645-117 Alcabideche

Contact: Dinis Mota - Phone: + 351 21 4822240

Email: logistics@p21motorsport.com

Official Michelin Tyre Supplier:

Neumáticos Álvarez

Contact: Mr. David Rico

Email: david@neumaticosalvarez.com

www.neumaticosalvarez.com

C - Definitions

PSCI Porsche Sprint Challenge Iberica as the organiser of the Event

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
✘	Mandatory rework

D - Part numbers Porsche

In the Porsche Motorsport catalogue of the concerning Car is indicated if the part is a Motorsport or a road part.

1 – Technical Series Regulations

1.1 – Summary of the eligible categories/classes

PLEASE ADAPT FOR YOUR SERIES

The **YOUR SERIES** is a One-Make Series with no group/class classification.

Technically identical cars with the designation Porsche 718 Cayman GT4 RS Clubsport Type (982), built by Dr. Ing. h.c. F. Porsche AG in a small production run based on the Porsche Cayman GT4 RS, shall be used for the event. Only cars of model year from 2020 until 2025 (982) see following general car description are permitted.

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 **in 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 Technical Scrutineers by the Series Organiser before the car is used and shall not involve any safety-critical modifications.

1.2 – Principles of the Technical Regulations

In accordance with:

- Art. 251 and 277 (Group EII-SH) of Appendix J to the FIA International Sporting Code
- General provisions, definitions and clarifications regarding the technical rules (RFEDA), see also article 1.10 concerning safety equipment in events abroad
- These Technical Regulations
- Technical manuals of the eligible cars
- Technical information of Dr. Ing. h.c. F. Porsche AG
- Software information of Dr. Ing. h.c. F. Porsche AG
- 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 international. The safety regulations according to article 1.10 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 Parts Catalogue, then these Technical Regulations will take precedence.

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or 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 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 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.

1.3 – 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. 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.

1.4 – 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.

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

1.4.1 - 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.

1.4.2 – Drinking system

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

1.4.3 – 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.

1.5 – General regulations

1.5.1 – 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 2.1. 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 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 splint 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.

1.6 – 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) will be announced by Stewards Bulletin at the end of Technical Scrutineering of the first event.

The minimum car weight is 1330 kg as specified in the homologation document. The homologation document can be found as a draft version in the Porsche Motorsport Racecar Service Information.

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.

1.6.1 – 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.

1.6.2 – 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. No other ballast weights or locations are permitted.

1.6.3 - Minimum car weight

The minimum weight of the car is 1.330 Kg and 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 1.1.

1.6.4 – Minimum driver weight

The minimum weight of the driver is 80,0 kg and consists of:

- the driver;
- the compulsory personal equipment of the driver (Article 1.4),
- 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 personal equipment) achieves or exceeds the minimum weight at all times.

1.6 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 driver equipment) are weighed in combination, the weight plus 2.0 kg of weighing tolerance shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

If the car and the driver (together with all 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 product 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, after taking a fuel sample.

1.6.6 – 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-session Technical Scrutineering, under no circumstances is weight in any form permitted to be added to the car or the driver.

1.6.7 – 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 Scrutineer shall be deemed accurate for the purposes of compliance with the regulations.

1.6.8 – 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, plus the mandatory head restraint system.

1.6.9 – 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 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.

1.6.10 – 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.

1.6.11 – Weighing after breakdown and car remaining on circuit during qualifying and race

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

1.6.12 – 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 an extra driver scale. Any differences between the extra driver weight 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.

1.6.13 – Replacement and loss of car parts

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.

1.6.14 – 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.

1.6.15 – Weighing in below the minimum weight

If, during the post qualifying or post-race 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 in the race may result in disqualification from the race classification.

1.6.16 – 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.

1.6.17 – Regulations on the route to and in the weighing area

Parc Fermé rules apply to the route to the weighing area and in the 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.

1.7 – Car damage

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.

1.8 – 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.

1.9 – Noise Regulations

The maximum permitted noise limits are 112 dB(A) measured in compliance with the FIA Annex J, Art. 252-3.6 of the ISC.

The noise level will be determined in compliance with the **RFEDA**-pass-by measuring method (mandatory for all circuit events)

The current **RFEDA**-noise regulations must be respected.

1.10 – Advertising and partnerships

See Annex 1 Sticker Regulation

The “Badge Regulations 2026” and the “Sticker Regulations 2026” are part of these Regulations (see Attachments 1 and 2). Any breach of these Regulations may result in the participant concerned being disqualified from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the entrants’ own advertising labels. The clearance between such advertising and the mandatory labels and competition number shall be a minimum of 30 mm.

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

The registered competitors will be informed about their competition numbers before the first race. The competition numbers remain the same for all races.

The drivers’ names, competition numbers and national identification markings must be fixed on all competition cars throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the “2024 Sticker Regulations” (Attachment 2).

The competitor is responsible for ensuring that the stickers on the entered cars comply with the applicable legal regulations.

IMPORTANT: Any variations of the RFEDA Regulations are subject to a special waiver issued by the RFEDA.

Competitors must not advertise any partnerships/sponsorship with companies who are either in competition to Dr. Ing. h.c. F. Porsche AG, its parent or partner companies, the official Series partners of Dr. Ing. h.c. F. Porsche AG or who are involved in a legal dispute with Dr. Ing. h.c. F. Porsche AG or a company associated with Dr. Ing. h.c. F. Porsche AG. The competitors are therefore obliged to notify potential partnerships/sponsorship to Dr. Ing. h.c. F. Porsche AG in advance. Dr. Ing. h.c. F. Porsche AG is entitled to prohibit competitors from advertising any partnership if the potential partner falls into one of the above two categories.

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

The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on cars, helmets, race suits and other driver equipment, on team vehicles



or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by Dr. Ing. h.c. F. Porsche AG to bring the company and/or the Series into disrepute is strictly prohibited.

The advertising guidelines of the FIA and RFEDA as well as general or legally regulated advertising bans must be observed.

The competitor is obliged to notify the Series Organiser of all potential partners/sponsors and obtain written approval from the Series Organiser for their use. The Series Organiser is entitled to prohibit competitors from displaying or promoting in any manner the details of any unapproved partners/sponsors.

A team partner/sponsor must not support more than two teams with two cars in each case and therefore must not be included in the stickers of more than 4 cars. Team partners/sponsors must be registered with the Series Organiser no later than 7 days before the start of the relevant competition (ISC Art 2.1.7.a refers).

If team partners/sponsors are either registered late or not at all with the Series Organiser, then the competitor may be referred by the Series Organiser to the Stewards and may be fined.

The competitor and team partners/sponsors shall grant to the Series Organiser and the Series partners/sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

1.11 – Safety equipment

The cars must possess the following 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 7.1), the Series Organiser is responsible for observing and implementing (or agreeing any deviation from) any additional safety regulations of the respective ASN.

1.11.1 - 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.

1.11.2 - 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.

1.11.3 – Pit Lane safety

1.11.3.1 - 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.

1.11.4 - 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.

1.12 – Fuel type and single fuel

1.12.1 – The following single fuel must be used

The only permitted fuel is unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228 and must be from the supplier specified by the Series Organiser at an event of the Series. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only the specified fuel is permitted to be used for the duration of the applicable event(s).

1.12.2 – 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. If the Technical

Scrutineers order that a car be defueled (for example to check the minimum weight of the car without residual fuel), a fuel sample must be taken prior to defueling the car.

1.12.3 – 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 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 team 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 Scrutineer(s), 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.

1.13 – Technical definitions

In addition to the definitions in the “General Regulations, Definitions and Clarifications regarding the Technical Regulations” the definitions set out in Appendix J (Art. 251 ISC of the FIA) shall apply.

2 – Specific Technical Regulations

2.1 – General information

Technically identical cars with the designation Porsche 718 Cayman GT4 RS CS Type (982), built by Dr. Ing. h.c. F. Porsche AG in a small production run based on the Porsche Cayman GT4 RS, shall be used for the event. Only cars of model year from 2020 – 2025 (982) see following general car description are permitted.

Important information

Certain special parts used in the Porsche 718 Cayman GT4 RS CS Type (982) 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, Weissach.

Dr. Ing. h.c. F. Porsche AG

Sportteileverkauf/EMV3

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Tel.: +49 711 911- 80050

Email: 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

2.2.1 – General description

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

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

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

2.2.2 – Engine electronic control units

Throughout the entire event, only the electronic control units in original conditions are permitted to be used.

The engine electronic control unit incl. the complete wiring harness must be used without modifications. The event 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.

2.2.3 – Exhaust system

Like in the general car description (see Item 2.1), it is only allowed to use the original exhaust system, starting from the manifold, exhaust pipes, the catalytic converters and the muffler. It is not allowed to modify any of these parts.

- Manifold: 9F2254450/ 00
- Exhaust pipes incl. Catalytic converters: 9F2.254.351C / 50C
- Muffler: 9F2.251.052 / 53C

2.3 - Power transmission (Gearbox/Differential Lock)

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

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

2.4 – 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 ESP X3 0W-40 engine oil is compulsory.

Transmission:

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

Pentosin FFI 3 clutch oil is compulsory.

2.5 – Brakes

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

2.5.1 – General description

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

- Rear axle:
 - Four-piston aluminium racing calipers in mono-bloc design with "anti-knock-back" piston springs
 - Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
 - Racing brake pads

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

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

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

A knock-back spring must be installed in each case under each brake piston of all brake calipers.

External thermal, mechanical or chemical treatment of these springs is prohibited.

2.6 – Wheel Suspension

2.6.1 – General description front axle

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

2.6.2 – General description rear axle

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

2.6.3 - Allowed adjustments

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

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

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

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

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

The wheelbase on the left and right sides of the car must be 2,476 mm +/-10 mm.

The measuring points are the centres of the wheel hubs.

2.6.4 – 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.

2.6.5 - Shock absorbers/springs

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

2.7 – Wheels (flange + rim) and tyres

2.7.1 – General description

- Front axle:
 - Single-piece light-alloy rims according to Porsche specification, 9J x 18 ET 41
 - Part number: 9F2601017C
- Rear axle:
 - Single-piece light-alloy rims according to Porsche specification, 10,35J x 18 ET 47,5
 - Part number: 9F2601075C

2.7.2 - Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. Only the use of valve caps mentioned in the respective spare parts catalogue is 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.

2.7.3 – Tyres

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

Slick tyres

- Front: 25/64-18 CUP N2
- Rear: 27/68-18 CUP N2R

Rain tyres

- Front: 25/64-18 P2L
- Rear: 27/68-18 P2L

Dr. Ing. h.c. F. 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 tyre supplier.

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

2.8 – Bodywork and dimensions

2.8.1 – General description

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

Modified 718 GT4 Cockpit

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

2.8.2 - Overall car dimensions and overhangs:

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

Total width: 1,817 mm

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

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

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

2.8.3 – External bodywork (including windows)

The delivery status of the bodywork must be preserved.

2.8.4 – Windscreen

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

2.8.5 – Rear window

Only the genuine Porsche Cayman GT4 RS rear window in their original version are permissible.

Additionally, the rear window must remain fixed with the original type of fixing at all times.

2.8.6 – Cockpit

Seat

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green colour on the illustration of Attachment 6. Only the substitution of original unmodified padding by another original unmodified padding in a different size is permitted.

Upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in Attachment 6) is permitted, as long as the original padding is not modified or removed.

The areas shown in yellow colour on the illustration of Attachment 6 may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm).

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

The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

The provisions of FIA International Sporting Code Appendix J Article 253-16 must be complied with all the times.

The preferred supplier for padding components is the seat manufacturer (Recaro).

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

Safety nets

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

2.8.7 – Additional roof hatch accessories

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

2.8.8 – Ground clearance of car

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

For the entire duration of the event the ground clearance of the front axle is to be a minimum of 97.0 mm and the clearance at the rear axle a minimum of 100.0 mm. The measuring points (see attachment 5) at the front axle are the reference surface at 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.

2.8.9 – Measuring method

The minimum ground clearance of the ready-to-drive car is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive car incl. the driver on board, standing on the measuring plate. If the measuring gauges can be accessed under the measuring points described above, the requirement to comply with the minimum ride height is satisfied. Any measuring tolerances will be taken into account by the Technical Scrutineers.

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

2.8.10 – Measurement location

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

A check can also be made in the pit lane for the duration of the qualifying session.

2.8.11 – Failure to reach minimum ride height

Failure to reach the minimum ride height during the qualifying session may be penalised with the cancellation 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 107% qualification requirement. Failure to reach the minimum ride height in the race may result in disqualification from the points classification for the race.

2.9 – Aerodynamic Devices

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

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

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

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

2.10 – Electrical equipment

2.10.1 – General description

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

CAN connection (data logger, video system)

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

- Charging cable (1x 9F0051763B).

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

2.11 – Fuel Circuit

Only the fuel system permitted for the Porsche 718 Cayman GT4 RS CS car of model year 2020 and 2023, 2024, 2025 is permitted to be installed.

2.12 – 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.

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

On written 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 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.

2.12.2 – 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.

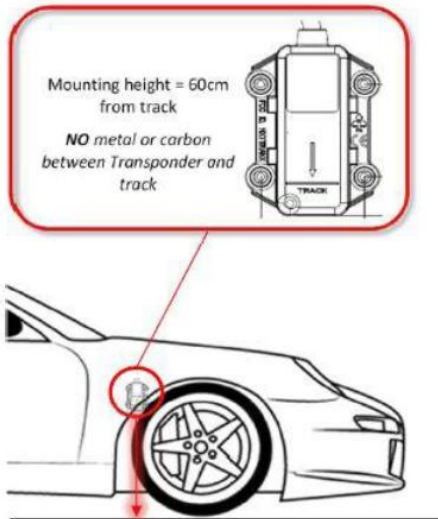
All recorded data relating to the competition must be made available to the Technical Scrutineers and/or the Series Organiser including service providers.

Any additional electrical connection to the car’s wiring harness is not permitted. Installations set up by the event organiser are exceptions to this rule.

2.12.3 - Timing transponder

The timing transponder has to be mounted in the front right wheel arch behind the front axle as shown in the picture below.

Only the transponder provided by the Series Organiser is allowed to be used throughout the entire competition



2.12.4 - Cameras

See Art. 28 of the General Regulation of PSCI

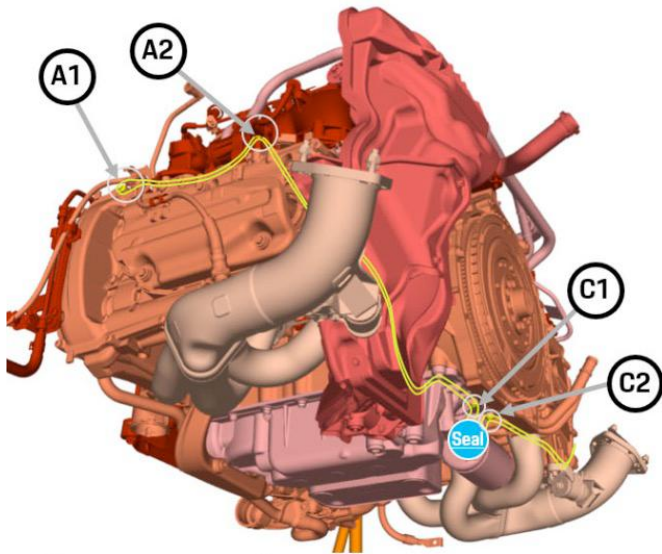
2.13 – Miscellaneous

2.13.1 – Seals

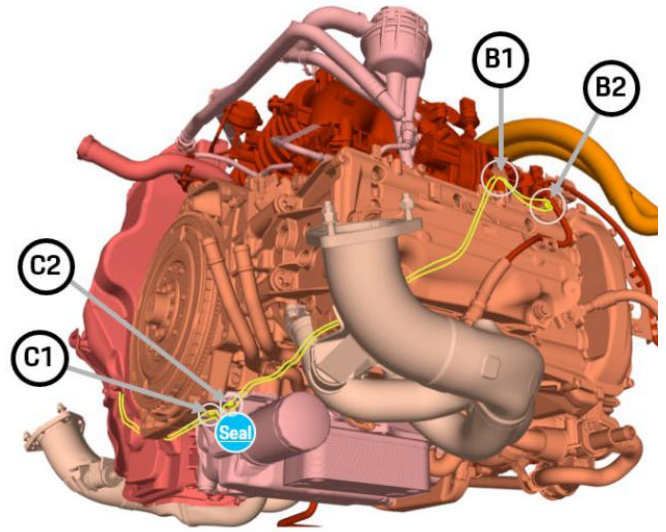
The following seals are affixed:

- Engine:
- Valve cover, left (1x)
- Valve cover, right (1x)
- Oilsump (1x)

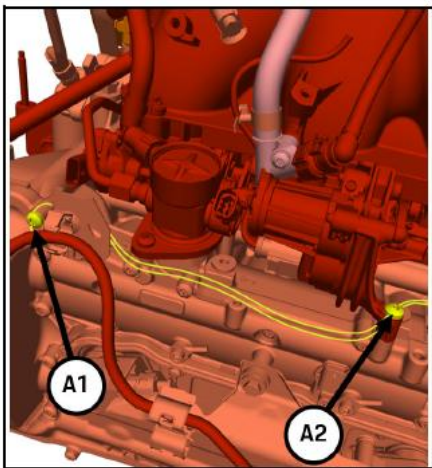
If seals and marks are applied to the car by the Technical Scrutineers or Dr. Ing. h.c. F. Porsche AG, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the car can be excluded from the event.



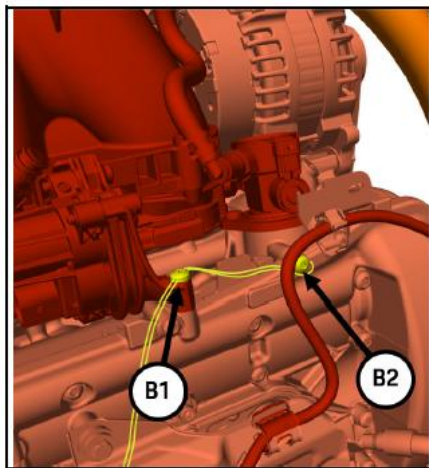
Left



Right



LOCKWIRE BOLT POS A1 & A2



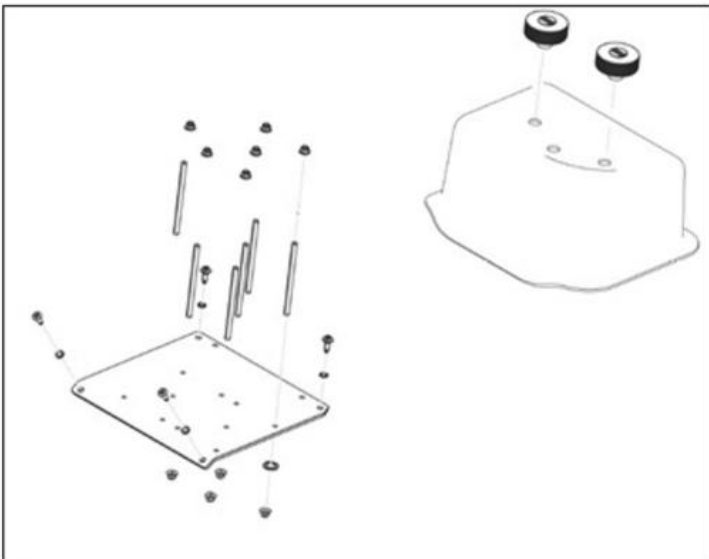
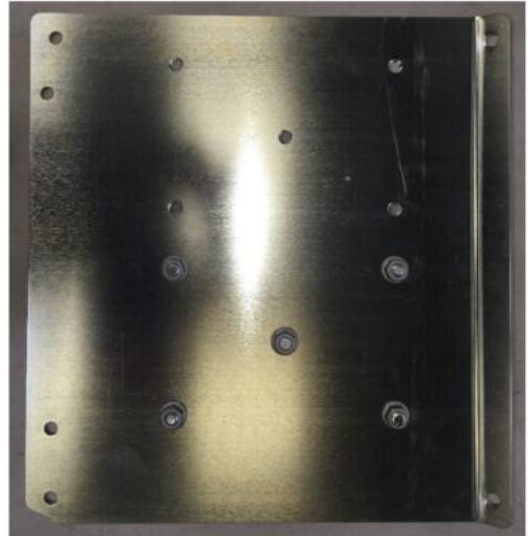
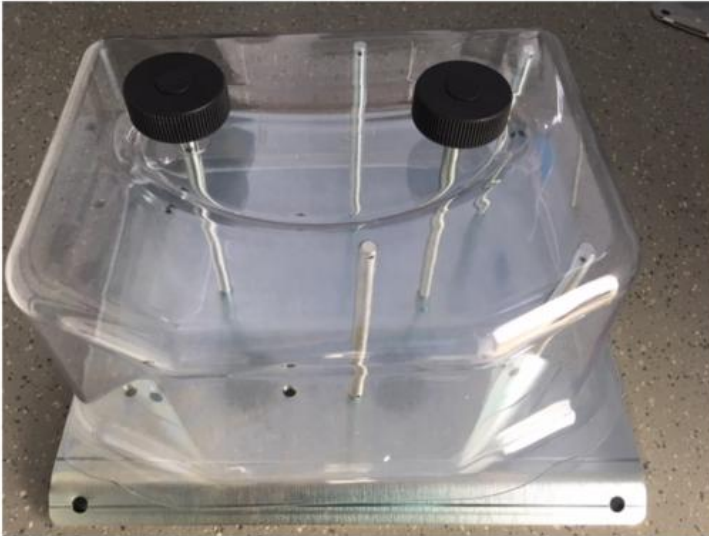
LOCKWIRE BOLT POS B1 & B2



LOCKWIRE BOLT POS C1 & C2

Attachment 3 – Ballast weights

Ballast Position



Base plate Additional weight

o.B GEWICHTSPLATTE POS.1-3,7,8

1 GEWICHTSPLATTE STAHL

1 GEWICHTSPLATTE ALU max.8Kg Aufladung

2 ABDECKUNG GEWICHTSPLATTE

3 RAENDELMUTTER ABDECKUNG

4 ZUSATZGEWICHT 1GK

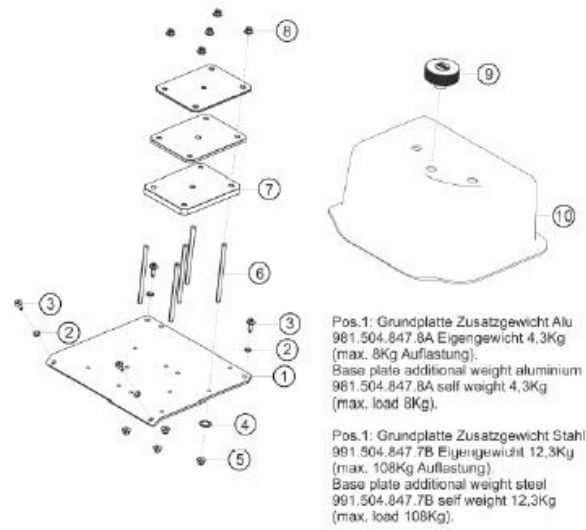
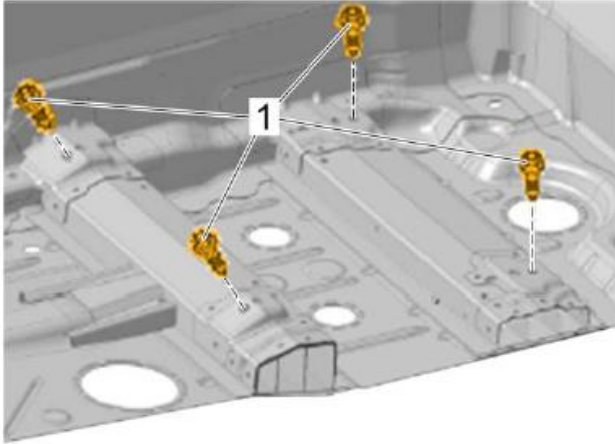
5 ZUSATZGEWICHT 3GK

6 ZUSATZGEWICHT 5GK

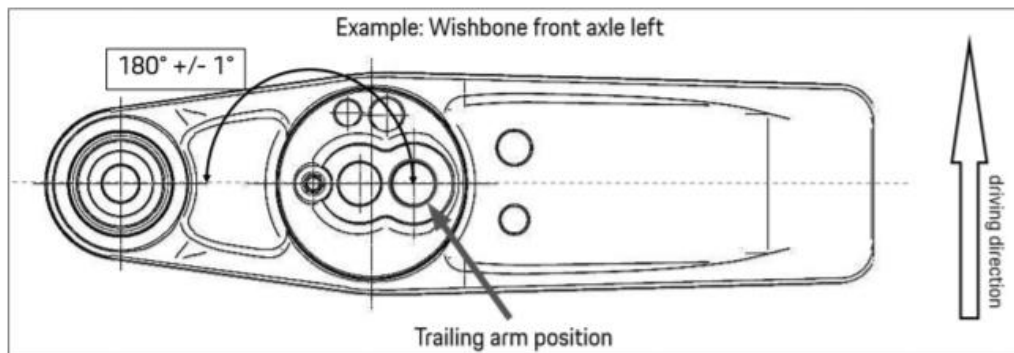
7 MUTTER M12X1,5

8 GEWINDEBOLZEN

9 BUNDMUTTER M12X1,5

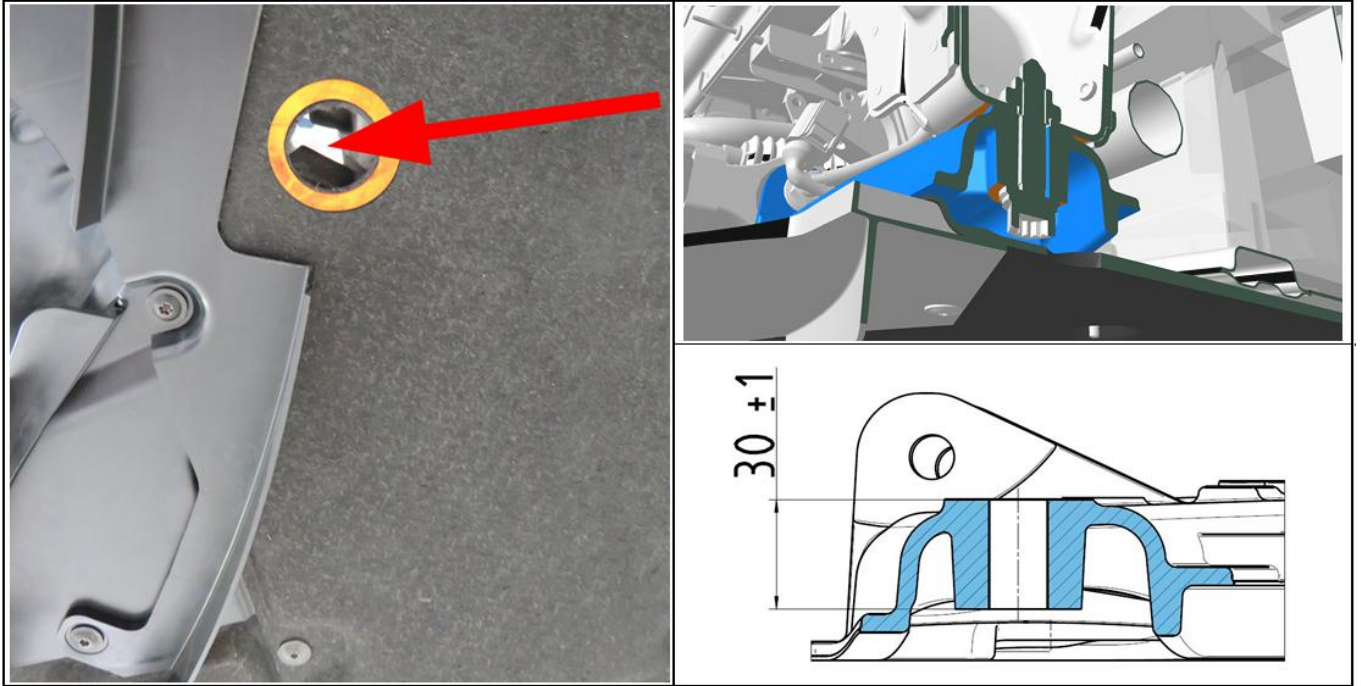


Attachment 4 – Control arms

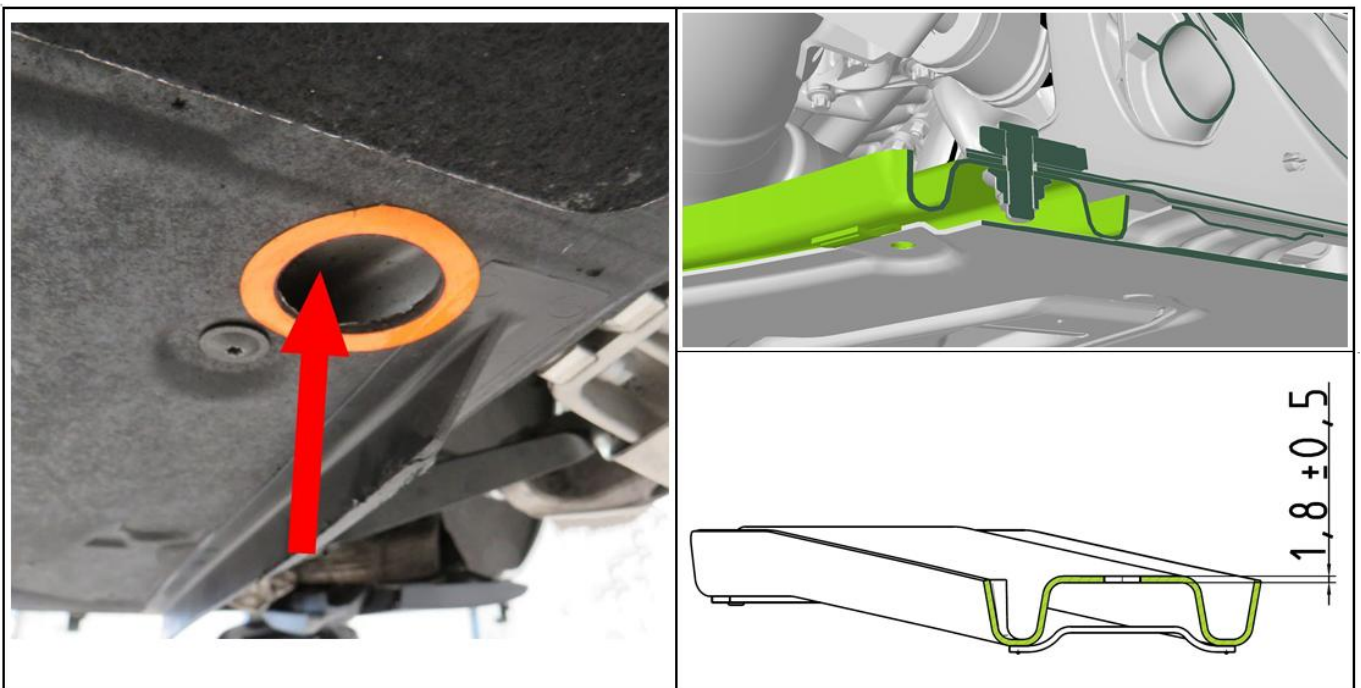


Attachment 5 – Minimum ground clearance, front and rear axle

Front axle



Rear axle

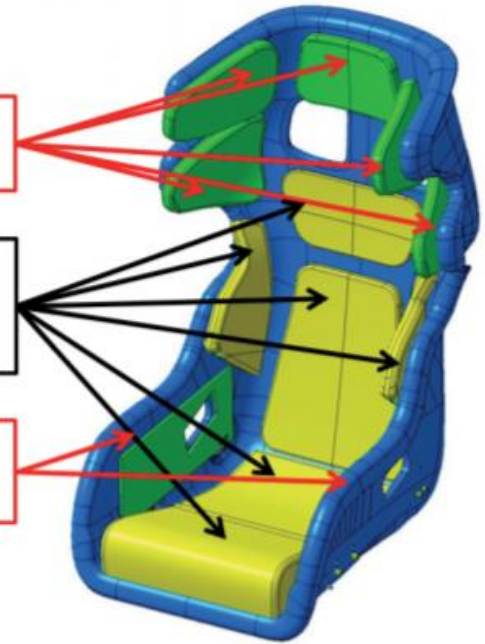


Attachment 6 – Seat padding

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

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

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



El presente REGLAMENTO queda aprobado a efectos deportivos.

Madrid, 13 de marzo de 2026



Fdo.: Paloma Izquierdo
Directora Deportiva

