

**PORSCHE**

**SPRINT CHALLENGE  
SCANDINAVIA**



**Sporting & Technical  
REGULATIONS**

**20**

**21**

**General Regulations for Series run on Circuits / Automobile Sport  
(as on 15.01.2021)**

**Name of the Series:**

Porsche Sprint Challenge Scandinavia

**Foreword:**

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Porsche Sprint Challenge Scandinavia for 2021.

**Organisation:**

Porsche Sverige  
Volkswagen Group Sverige AB  
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Sweden

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# Part 1: Sporting Regulations

## 1. Introduction

The Porsche Sprint Challenge Scandinavia Series, herein after called the Series, is organised in conformity with the provisions of the National Sporting Regulations of the Swedish Automobile Sports Federation (SBF), The International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits. It will be run in conformity with these Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Art. 277).

The Series will be run according to the SBF Tävlingsregler Mästerskapsracing 2021 and Common Rules (G) and Racing-regulations (RA), unless stated otherwise in these regulations or in the Supplementary Regulations of the corresponding event.

In the event of a conflict between the entry documents and these regulations, then the current version of these regulations shall take precedence.

The Series in 2021 consists of 5 race events for the Clubsport classification and 3 race events for the Cup classification organised as circuit races.

The Series is supported by the following companies\*:

Michelin Reifenwerke AG & Co. KGaA

ExxonMobil Oil Corporation - Mobil 1

HUGO BOSS AG

\* Subject to change

## 2. Organisation

### 2.1 Series Organiser and Sporting Committee

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Series in 2021.

The permanent office address of the Series Organiser is:

Porsche Sweden  
Smista allé 44  
141 74 Segeltorp  
Sweden

**Contact:** Thomas Johansson, Sporting Director

**Mobile:** +46 (0)70 881 63 05

**E-mail:** [thomas.johansson@carreracup.se](mailto:thomas.johansson@carreracup.se)

**Homepage:** [www.carreracup.se](http://www.carreracup.se)

## Part 1 | Sporting Regulations

A Sporting Committee will be established comprising of the following people or their representatives:

- The Series Organiser
- The Series Race Director
- The Series Technical Delegate

The role of the Sporting Committee will include taking decisions on:

- Any questions concerning points or the classification of the Series.

Decisions taken by the Sporting Committee shall be final and may not be appealed.

### 2.2 Name of the parent ASN

SBF - Swedish Automobile Sports Federation

Box 705, 191 27 Sollentuna, Sweden

E-mail: [mailbox@sbf.se](mailto:mailbox@sbf.se)

Homepage: [www.sbf.se](http://www.sbf.se)

### 2.3 ASN visa

The Series based on these Sporting and Technical Regulations has been approved by the SBF - Swedish Automobile Sports Federation on 15.01.2021.

### 2.4 List of Permanent Officials

Race Director	Mikael Carlsson	1665
Technical	Per Wärmlund	2360
Technical support	Johan Karlsson	137276

See also relevant Supplementary Regulations for each event.

## 3. Regulations and legal basis of the Series

This Series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices.
- FIA Circuit Regulations (FIA General Prescriptions on circuits).
- SBF Regulations.
- SBF Decisions and Provisions.
- SBF Circuit Regulations, except where any special regulations are set out in the rules presented here.
- SBF Environmental Guidelines.
- Tävlingsreglemente SBF Mästerskapsracing 2021.
- Sporting and Technical Regulations of this Series and the SBF approved modifications and supplements (bulletins).
- Supplementary Regulations for Series events including modifications and supplements.
- The 'Application for Entry' or the 'Application for Guest Entry' signed by the entrant/driver.
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Code and WADA Code).
- Other FIA and SBF regulations.

### 3.1 Official language

For these regulations of the Porsche Sprint Challenge Scandinavia only the English text approved by the SBF is binding, except for the relating SBF regulations for which only the Swedish language is binding.

In case of interpretation the SBF jurisdiction is the responsible authority.

The official language of the International Sporting Code is stated within that document.

### 3.2 Responsibility, changes to the rules of participation and cancellation of the event

- (1) The participants (entrants, drivers, passengers, car owners, team members, registered keepers and team guests) attend and take part in any Series at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the cars used by them, as far as no exclusion of liability has been concluded.
- (2) The Supplementary Regulations for Series events may only be changed by the Series Organiser in cooperation with SBF. Once the event starts, changes in the form of bulletins may only be made by the Race Director of the event, in cooperation with SBF Racing Commission (Racingutskottet) and only if necessary, for reasons of safety and/or force majeure or due to an official decree, or to correct information or obvious errors contained in the Supplementary Regulations about the course length, race duration, number of laps and marshals.
- (3) The Event Organiser and the Series Organiser reserve the right to cancel or relocate the event or individual race events, subject to approval by the ASN concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in all such cases.

### 3.3 Porsche Sprint Challenge Scandinavia code of good conduct

The Porsche Sprint Challenge Scandinavia is a Series characterised by equality of opportunity and fairness in both technical and sporting terms. All those involved in the Series, i.e., participants, officials and organisation, make a significant contribution to how the Series is perceived, both internally and by the general public and to the atmosphere in the Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem in which the Series and its participants are held within motorsport and by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants and is intended to minimise the risks involved.

For this reason, all those involved agree to acknowledge the philosophy of the Porsche Sprint Challenge Scandinavia and to comply with the rules of conduct of the Series.

Both on and off the racetrack, all those involved will:

- treat the other participants, officials and organizers respectfully,
- follow the laws and the rules of the sport, exemplify and promote fairness together with the rules of conduct,
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.

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- always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal,
- always comply with the purpose of the sport,
- inform those involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance,
- cooperate with all other persons involved to develop and improve the Series and its status further on a continuous basis,
- Respect the laws and local customs in the countries visited by the Series.

Participants who are found to have committed one or more of the following may be excluded by the Series Organiser from the Series or may be suspended or disqualified by the Stewards of the Meeting from taking part in one or more competitions:

- failed to comply with the rules of good conduct;
- breached any of the Regulations;
- drawn attention to themselves through unsporting behaviour on and off the track;
- expressed or conducted themselves in a disrespectful way towards other participants, officials, organisers, etc.;
- ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the organisation and holding of an event;
- ignored agreements that have been reached (including between teams and drivers) and do not meet obligations of performance;
- did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- brought the Series into disrepute.

Any decision of the Clerk of the Course/Race Director/Stewards regarding the above is not subject to appeal. Where a fine is imposed, continued participation in the Series may not be permitted until any fine imposed is paid in full.

## 4. Entries

### 4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver must submit a complete application for entry on web address <https://www.motorsport-events.se/porschesprintchallengescandinavia/> to be received by Porsche Sweden before 05.03.2021.

The Series Organiser reserves the right to accept late applications.

#### 4.1.1 Guest drivers

The Series Organiser may permit Guest Drivers to participate in individual competitions. Priority in the acceptance of entries will be given to the registered entrants.

Entrants should apply for Guest Driver participation in single race events no later than 2 weeks prior to the relevant event using an 'Application for Guest Entry' which must be sent to the Series Organiser. The single-entry fee is due as indicated in the 'Application for Guest Entry'. The Series Organiser reserves the right to accept or reject 'Applications for Guest Entry' that arrive after this time limit.

Guest drivers are drivers with a valid driver's license who are registered using an 'Application for Guest Entry' and participate with a vehicle not entered/without an existing start number.

Participants who have been accepted will receive a written confirmation of their entry or guest entry. The Series Organiser reserves the right to refuse any 'Application for Entry' or 'Application for Guest Entry' without stating credible reasons.

The Series Organiser reserves the right to enter cars under its own application.

With the submission of the 'Application for Entry' or the 'Application for Guest Entry', entrants charge and authorize the Series Organiser to submit entry forms on his behalf for those events which form part of the races for the Porsche Sprint Challenge Scandinavia 2021 (block entry). Direct entries to the Event Organiser's by the entrants are not permitted.

The Series Organiser also reserves the right to permit additional entries to the individual races. Should one of the named participants not take part in a classification event, that person must notify the Series Organiser of their absence in writing 48 hours before the start of license verification at the latest. The relevant ASN may penalize a failure to comply with this deadline.

2 starts at the same event are permissible. Recourse to legal action is excluded.

All applications for Team Entry and Driver Entry remain provisional until the physical licences have been presented by the Competitors and Drivers at the licence verification of each event.

#### **4.1.2 Change of Driver**

A series registered entrant/driver may nominate a substitute driver during the season provided it is carried out in accordance with the Code and these PSCS regulations. The entrant/driver must notify the PSCS promoter in writing in due time about any such change of driver. The substitute driver must meet all criteria listed under Article 7 and 8 (of these regulations) and any such substitution requires approval of the PSCS organizers. A substitute driver can score points.

#### **4.1.3 Commitment to participate**

Upon registration, a competitor undertakes to participate with each registered car in all official season tests and all competitions of the Series 2021 without exception.

#### **4.1.4 Failure to participate**

An entrant/driver registered for all season who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser as soon as possible, stating any mitigating reasons. The entry fee will not be

refunded, also when the entrant does not participate in one or more events. The Series Organiser may accept a request for nonparticipation from an entrant and/or driver. Any failure to inform the Series Organiser or to submit any mitigating reasons may automatically be infringement of these Regulations

## **4.2 Entry fees for the season and per competition**

The registration/entry fees are payable as specified on the 'Application for Entry'.

The following registration/entry fees are payable by the participants in the Cayman classification (based on 5 race events):

Until 05. 03. 2021 SEK 60.000 plus the applicable 6% VAT.

The following registration/entry fees are payable by the participants in the Cup classification (based on 3 race events):

Until 05. 03. 2021 SEK 50.000 plus the applicable 6% VAT.

The registration fee/entry fee includes:

- Participation fee for 1 car in all races
- Five (5) team tickets per race event
- One unisorb environmental mat
- Participation fee for 1 vehicle at the official pre-season test

The registration/entry fees for guest application for participation in individual events is SEK 15.000 plus the applicable 6% VAT are payable by the participants in both the Cayman and Cup classifications until 10 days prior to the event.

The registration fee/entry fee for individual events includes:

- Participation fee for 1 car in all races
- Five (5) team tickets per race event
- One unisorb environmental mat

The Series Organiser will issue an invoice including VAT where applicable. An invoice will be issued after the Series Organiser has assessed the individual "Application for Entry". The invoice is not a confirmation of the "Application for Entry" or of entry to the Series.

Once payment is received by the Series Organiser and the application has been accepted, the Series Organiser will issue written confirmation of entry to the Series. From the date of issue of the written confirmation by the Series Organiser the entry fee is non-refundable.

The entrant is entitled to participate once the "Application for Entry" has been accepted and confirmed in writing by the Series Organiser and the entry fee has been paid in full and in due time.

## **4.3 Competition numbers**

The participants will be allocated with permanent competition numbers by the Series Organiser for the entire season and to guest drivers for each event.

#### 4.4 Conditions

By entering the PSCS the participant and drivers accept the terms and conditions indicated on the PSCS entry form. The organiser reserves the right to refuse any entry with notification of the refusal. The organiser reserves the right to terminate the entry of a participant and/or her driver(s) during the season in case of unsportsmanlike conduct, infringements of article 3.3 (judgement solely at the discretion of the series organiser) or other willful infringements of the Sporting and Technical Regulations without refunding any entry fee.

## 5. Licences

### 5.1 Required grade of licence

**a) Drivers**

Drivers holding a valid debutant/national/international driver's license issued by the SBF/FIA or by another ASN affiliated to the FIA, of Grades A, B, C or D for the year 2021 who are registered for the Porsche Sprint Challenge Scandinavia and have paid the registration fees are eligible.

**b) Competitors**

N/A

**c) Guest drivers**

The Series Organiser may admit guest drivers with a valid debutant/national/international entrant's and driver's license in accordance with Item 5.1 a) of these regulations. A guest driver may also score points.

**d) Age regulations**

In accordance with the valid SBF License Regulations.

No driver under 16 years old will be permitted to enter the Series.

### 5.2 Conditions for entrants outside their national territory

SBF licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series. For every competition foreign competitors/drivers must present the written approval (starting permission) of their own ASN. This permission must be submitted by the competitor/driver at Administrative Checks in in English language.

## 6. Insurance, liability exclusion and disclaimer

### 6.1 Organiser's/promoter's insurance

In accordance with ASN Event Regulations.

### 6.2 Declaration by the competitor (entrant) driver and passenger on the exclusion of liability.

Participants take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them or the vehicle used, if no exclusion of liability is agreed.

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By submitting their 'Application for Entry' respectively 'Application for Guest Entry', entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

Porsche AG, its officers, sponsors and suppliers,

The FIA, the SBF, the SBF affiliated and member organizations, their presidents, executive bodies, managing directors, secretary's general,

SBF-Affiliates/regional clubs, the SBF local clubs and the promoter/Series organizer,

The organizer, Porsche Sweden, the officials and marshals, circuit owners/lease holders, government agencies, racing services and all other persons involved with the organization of the event,

The organization responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and

Any agents or other persons employed to perform an obligation on behalf of the above persons and entities except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for legal claims based on the product liability law and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal -representative or agent of the group of persons released from liability;

And also against:

The other participants (entrants, drivers, passenger), their assistants, the owners or registered keepers of other vehicles,

Their own entrant, the own driver/s, their own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants.

They also waive claims for any kind of damage originating in connection with the test events and race competitions (untimed, timed practice, qualifying practice, warm-up, races), except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the 'Application for Entry' respectively 'Application for Guest Entry'.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

Furthermore, the disclaimer in the 'Application for Entry' and/or the 'Application for Guest Entry' for the Porsche Sprint Challenge Scandinavia 2021 must be signed by the entrant and the driver.

By submitting the 'Application for Entry' and/or the 'Application for Guest Entry', the entrant/driver/passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during the event, on permanent or also temporary racetracks. He/she -undertakes to also inform the car owner hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the entrant/driver/passengers – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical records confidentially amongst each other and with regard to the Clerk of the Course, Race Director, the Stewards, the chief medical officer, the SBF doctors, coordination automobile sport and the assurer claims department. Herewith the signatory confirms that he fully accepts the SBF license prescriptions.

The entrant/driver/passengers agree to the storage, transmission and administration of personal data in accordance with the SBF Data Protection Provisions, under consideration of the Swedish Data Protection Act. At all times he has the possibility to request information from the SBF Data Protection Officer on this data and/or to make use of his right of objection.

The data protection provisions are available from the organiser on-site.

## 7. Events

### 7.1 Calendar of events\*

The Series for the **Clubsport** classification consists of 5 race events organised as circuit races.

#### 07.-08. 05. 2021

Ring Knutstorp, Sweden                      Rounds 01–02

#### 17.-18. 09. 2021

Rudskogen Motorsenter, Norway      Round 09–10

#### 18.-19. 06. 2021

Scandinavian Raceway, Sweden      Round 03–04

#### 01.-02.10. 2021

Mantorp Park, Sweden                      Round 11–12

#### 09.-11. 07. 2021

Falkenberg Motorbana, Sweden      Round 05–08

The Series for the **Cup** classification consists of 3 race events organised as circuit races.

#### 18.-19. 06. 2021

Scandinavian Raceway, Sweden      Round 01–02

#### 09.-11. 07. 2021

Falkenberg Motorbana, Sweden      Round 03–06

#### 17.-18. 09. 2021

Rudskogen Motorsenter, Norway      Round 07–08

**Official season tests:**

**15. 04. 2021**

**Pre-season test**

Mantorp Park, Sweden

Test 01

\*Subject to change.

Porsche Sprint Challenge Scandinavia pre-season test at Mantorp Park is included in the championship fee.

## 7.2 Maximum number of cars authorised

The maximum number of cars is defined in the circuit license and listed in the Supplementary Regulations of the event.

# 8. Classification

## 8.1 Classes

Participation in the Series is possible with following Porsche Models:

Clubsport classification	Porsche Cayman 718 GT4 Clubsport MR (982)	
	Porsche Cayman 718 GT4 Clubsport Competition (982)	
	Porsche Cayman GT4 (981)	
	Porsche 911 GT3 Cup (997) GT4	
Cup classification	Porsche 911 GT3 Cup (991 I)	Performance Reduced / ABS Mandatory
	Porsche 911 GT3 Cup (997)	Performance Reduced / ABS Mandatory

## 8.2 Driver categorisation

N/A

## 8.3 Driver pairings

N/A

## 8.4 Awarding of points

The winner of a race is the participant who has driven the specified race distance with his car within the shortest time, taking account of all penalties.

The winner of a race regarding the awarding of points is the entered participant driving an entered car/on an entered starting number who has driven the scheduled race distance with his car in the shortest time, taking account of all penalties.

All participants who started the race will be classified in accordance with the number of laps of the circuit covered, providing that they have completed at least 75 % of the race distance covered by the winner (rounded up to the nearest whole lap). Drivers who have completed the same number of laps will be classified in the order in which they last crossed the control (timing) line.

If the race distance is shortened or stopped and not resumed, the participants will be awarded the points as indicated, providing that at the time the race is stopped the leader has covered the following race distance (based on the laps completed by the winner as shown in the official race results):

- At least 75 % of the scheduled race distance            100 % points
- At least 50 % of the scheduled race distance            50 % points
- Less than 50 % of the scheduled race distance            No points

### 8.5 Table of points

Participants who satisfy the conditions for the awarding of points in the driver and/or team ranking for the individual classification rounds shall be allocated the following points in the order in which they are placed in each race, in accordance with the rules for the Driver and/or Team Classification.

1 <sup>st</sup>	place:	25	points
2 <sup>nd</sup>	place:	20	points
3 <sup>rd</sup>	place:	17	points
4 <sup>th</sup>	place:	14	points
5 <sup>th</sup>	place:	12	points
6 <sup>th</sup>	place:	10	points
7 <sup>th</sup>	place:	9	points
8 <sup>th</sup>	place:	8	points
9 <sup>th</sup>	place:	7	points
10 <sup>th</sup>	place:	6	points
11 <sup>th</sup>	place:	5	points
12 <sup>th</sup>	place:	4	points
13 <sup>th</sup>	place:	3	points
14 <sup>th</sup>	place:	2	points
15 <sup>th</sup>	place:	1	point

One additional point will be awarded to the driver who qualifies on Pole Position for each race of the event.

One additional point will be awarded to the driver setting the Fastest Lap in each race. Should two or more competitors have identical times, the additional point will be given to the one who set the time first.

### 8.6 Overall Driver classification

All results of the individual races will be taken into consideration for the classification established at the end of the year. There is no void or "dropped" results. The winner of the classification is the entered driver with the highest total score from all races. The winner of the Porsche Sprint Challenge Scandinavia 2021 is the entered driver with the highest total number of points in the classification from all the races.

**Guest drivers** take part outside the Porsche Sprint Challenge Scandinavia driver classification and will not be

awarded points but may participate in any podium ceremonies as applicable. Drivers classified behind guest drivers move up the points system accordingly. At no time can successes achieved as a guest driver be claimed for points within the driver ranking system.

Regarding the allocation of points to drivers for ranking purposes, a change of team and a change of vehicle are possible, provided that the vehicles involved have been entered. If a change to a vehicle that has not been previously entered takes place, the relevant entry fees shall be due.

### **8.7 Team Classification**

N/A

### **8.8 Rookie Classification**

N/A

### **8.9 Equality of points**

If an equal number of points is achieved by more than one driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2021 Series. If, after application of this rule, the number of points is still equal, the decision is made based on the better results of the final race.

### **8.10 Publication of points**

Points and prizes classifications will be published by the Series Organiser in an official Team Information communication after the end of each event. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Any queries or challenges concerning point or prize attributions must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes in dispute. The points and prizes classifications will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made.

## **9. Private practice and testing**

N/A

## 10. Administration

The competitor and driver must ensure that all the necessary documents as set out in the organiser's rules of participation are submitted by the correct date and time for licence verification. Failure to comply with this requirement may result in disqualification from the competition. The following documents must be presented by the driver/competitor:

- Competitor's license
- Driver's license
- Medical aptitude form
- Authorisation to take part relevant competitions abroad

The Series Organiser's information board serves as the official medium for announcements.

The location of the Official Notice Board will be described in the Event Supplementary Regulations or as latest at the Driver's Briefing.

### 10.1 Timetable of administrative checks

See relevant Supplementary Regulations, Team Information communication or official notice board for each event.

### 10.2 Drivers' meeting/briefing

The time and location of the drivers' meeting/briefing will be published in the Supplementary Regulations of the event.

The Season Briefing notes and the event specific notes issued by the Race Director are formal documents which must be complied with.

Participation is mandatory for all teams and drivers. An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of SEK 500 (without any particular penalty-procedure).

### 10.3 Team Managers' meeting

The time and location of the Team Managers' meeting is specified in the internal event schedule. This is additionally displayed on the official notice board. Participation is mandatory. Any non-attendance or late attendance (according to the list of signatures of attendees) may incur a penalty.

### 10.4 Official meetings / press conferences / representation meetings

N/A

## 11. Scrutineering/Technical checks

Before and, as required, during or after each competition all cars will be inspected by one or more Technical Scrutineers licensed by an FIA affiliated ASN. Any car can be selected at any time by the Race Director for a further technical examination, including examination outside the event venue. The Technical Scrutineers are entitled to check any aspects of the cars in competition at any time during the event and may conduct checks without prior request from the Race Director. The Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorised to give instructions in this respect to the Competitors.

Competitors and drivers shall at all times follow the instructions of the Technical Scrutineers regarding the checking and re-inspection of cars.

### 11.1 Scrutineering before the start of a competition

Before the commencement of each competition, the competitor must present his race car and the driver must present the compulsory driver's safety equipment at Technical Scrutineering at the published times. The car must be presented in the configuration as it will be used in the competition (including starting numbers) and it is the competitor's responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the competition, commencing with pre-competition scrutineering. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

The following car documents must be presented with the car to the Technical Scrutineers:

- Technical passport
- Certificate for rollover structure
- Certificate for the safety tank (FT3 Fuel Tank) if applicable

The cars and drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods. The inspection periods are to be strictly adhered to. Once pre-competition technical scrutineering is completed, the cars may only leave the paddock with the permission of the Series Organiser. Any car that is permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the competition. It is the competitor's responsibility to present the car to the Technical Scrutineers.

No car may take part in a competition until it has been passed by the scrutineers.

### 11.2 Scrutineering during an event

After each official test, qualifying and race, the cars are to be brought to the Parc Fermé area by the route described in the Drivers' Briefing. The Parc Fermé area of the Series will be identified in the Event Supplementary Regulations or in the notes from the Drivers' Briefing. The route from the finish line to the Parc Fermé is subject to the Parc Fermé provisions. All cars must be driven by the relevant drivers in full racing equipment to the Parc Fermé after qualifying and racing; this does not apply to the Technical Scrutineers and their assistants.

All cars are subject to Parc Fermé conditions until the end of the protest period and until released by the Race Director, Technical Scrutineers and the Stewards. During this time, no works of any kind may be performed on the cars. Once in the designated area, no car may be removed without the permission of the Technical Scrutineer/Race Director. No individual may enter Parc Fermé without the permission of the Technical Scrutineers.

Cars that have been involved in an accident at any time during an event are to be presented to the Technical Scrutineers. Any repairs identified by the Technical Scrutineers must be undertaken by the competitor and the car represented to the Technical Scrutineers. It is the competitor's responsibility to do so before taking part in the competition again.

The Race Director or the Chief Medical Officer can require a driver to have a medical examination at any time during an event.

Any vehicle that is permitted to leave the paddock for repairs after an incident must be presented again to the Technical Scrutineers before taking any further part in the competition. It is the competitor's responsibility to present the vehicle to the Technical Scrutineers.

An engine or gearbox change must be approved in advance by the Sporting Committee in writing. It is not permitted to drive the competition vehicles on public roads at any time.

## 12. Running of the competitions

### 12.1 Pre-start

The pre-start is the line-up of all vehicles before entering the circuit for the practice session/s, qualifying and races. All cars must be driven from the team awning to the official pre-start by the relevant driver. Any permitted exceptions will be notified by the Sporting Committee at the start of an event in each case. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule. Should an entrant or driver not be ready in time he/she may forgo the right to take part in the relevant session. The final decision in this respect will be taken by the Race Director.

### 12.2 Practice

Two (2) practice sessions of 20 minutes will be scheduled for each competition.

The practice session time duration may be reduced in length should it be temporarily stopped for reasons of safety or force majeure.

Should a practice session be stopped for any reason, all cars must proceed slowly back to the pit lane, without overtaking other cars.

### 12.3 Qualification

Qualifying will take place before every race. This consists of one (1) timed qualifying session of 20 minutes.

The vehicles can be shared by max two drivers. In case two (2) drivers are registered on one car, each driver needs to drive minimum three (3) timed qualifying laps during the qualifying session.

All participants must qualify for the respective race. Admission to the races and the starting grid are dependent on the result of the qualifying session.

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The maximum permissible number of contestants stipulated by the FIA or the respective ASN for the track concerned cannot be exceeded.

A driver can only be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 107% of the fastest driver in the qualifying session.

Admission of drivers who have not qualified will be decided by the Race Director after a written application by the entrant/driver.

Drivers who do not achieve this qualification may be excluded from starting. The final decision in this respect will be taken by the Race Director.

Should circumstances force the cancellation the qualification session, then the times set in the last practice session will be used to determine the starting grid. The best practice time of the driver in question determines the position on the starting grid for race 1, while the second-best practice time of the driver in question determines the position on the starting grid for race 2.

Should circumstances force the cancellation of both practice sessions and the qualification session, then the current championship positions at the beginning of the event will be used to determine the starting grid for the race and for the second race (for the first event of the season, the order of the vehicles will be determined by a draw, guest entrants will be placed at the back in the order of their competition numbers).

### **12.4 Starting grid**

The starting grid for race 1 will be determined by the second fastest time achieved in the qualifying session and relates towards a starting position in race 1. The starting grid for race 2 will be determined by the fastest time achieved in the qualifying session and relates towards a starting position of race 2.

If one, or more than one driver has not set a lap time, they will be placed at the end at the back of the grid in the following order:

- a) the drivers who have started a timed lap
- b) the drivers who have not started a timed lap from the pit lane.

Drivers whose entire lap times were cancelled by decision of the Race Director or the Stewards must in all cases start the race behind the aforementioned drivers at the back of the starting grid.

### **12.5 Starting modes**

All races will be a rolling start unless amended by instruction of the Race Director.

All cars will be lined up in a 1 x 1 side-by-side formation for rolling starts and the rows on the grid will be separated by at least 8 meters.

## 12.6 Races

The Porsche Sprint Challenge Scandinavia 2021 consists of 5 race events for the Clubsport classification and 3 race events for the Cup classification organised as circuit races. At each event there will be two races.

The races will run over a maximum race time.

Race 1 18 minutes + 1 lap

Race 2 18 minutes + 1 lap

If a race is cancelled on account of force majeure or for safety reasons, the Sporting Committee reserves the right to reduce the number of races or to designate a replacement event.

## 12.7 Start procedure

Rolling start mean that the car is in motion when the start signal is given, and the timekeeping begin.

Countdown to start of race:

- 30 minutes to start: competitors must be ready to approach line-up.
- 20 minutes to start: competitors must have entered line-up.
- 10 minutes to start: the drivers must be race-ready in their cars.
- 5-minute sign / signal to start:
- 3- minute sign / pit exit opens
- Green signal / start of formation lap/s.

The countdown procedure/time may be stopped if the Race Director so decides.

In the event of matters outside the control of the Series, the countdown may be shortened by the Race Director. Any change to the countdown procedure will be communicated by the Race Director to the teams.

At the end of the count down, all cars will begin the Formation Lap. There will be one Formation Lap prior to each race, except on circuits that are shorter than 2100m when there will be two Formation Laps.

At some point in the last sector of the formation lap the organiser's official leading car / safety car will extinguish his lights, thereby transferring the role of leading car to the pole position driver. At this point all cars will move back into their side-by-side starting formation and weaving is no longer allowed.

The organiser's official leading car / safety car will then drive away from the formation and pull off at the end of the lap with the cars continuing on their own with the pole position car leading at the same speed/pace as the organiser's official leading car / safety car had when the car left the track.

The drivers that are positioned in the outside line, position 2, 4, 6 etc. are not allowed to overtake the inside line cars position 1, 3, 5 etc. after the organiser's official leading car / safety car has left the track.

All cars must be formed in two straight lines on respective side of the tracks intended centreline.

The tracks intended centreline can only be crossed after the start signal is given. No overtaking is allowed before the starting signal is given except if a car slows down considerably with technical problems.

The starting signal will be given by means of the red light/s going out. Overtaking will be allowed as soon as the starting signal is given.

If during the rolling start a problem arises when the cars reach the starting line at the end of the formation lap, the red light/s will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position car leading, will complete a new formation lap.

If additional laps are necessary, only the first lap will not count towards the total distance of the race. The total number of additional laps, whether they be formation laps or laps covered behind the safety car, is one. If more than one additional formation laps are necessary, the start will be considered as having been given at the end of the first additional formation lap and the countdown of the race starts.

### 12.8 Aborting or suspending a race

After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the grid or to another position on the track as directed by the Race Director.

If a race is aborted or stopped before the leading car has finished 2 complete racing laps, the following rules will apply:

- The start will be deemed null and void.
- Cars may be worked on but only in the pit lane. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.
- Retired competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be the scheduled race distance less at least two laps or equivalent race time distance – the revised distance will be defined by the Race Director.
- The grid for the restart will be the original starting grid.
- Empty starting places on the grid, caused by drivers unable to restart or starting from the pit lane, will not be filled.
- Refuelling is prohibited.

If a race is aborted or suspended after the leading car has finished two complete racing laps, the race shall be deemed to be in two parts, the first of which finished when the leading car crossed the control (timing) line for the penultimate time before the race was stopped.

- The length of the second part will be the original race distance less the number of laps / race time distance completed by the leader in race one and less two further laps.
- The grid for the second part will be a standard grid with the cars arranged in the order in which they finished the first part. Gaps on the grid will be made up.
- Only cars which took part in the first start will be eligible and then only if they returned to the grid or pit lane under their own power by an authorized route.

- No spare cars or reserves will be eligible.
- No refuelling will be permitted.
- Cars may be worked on but only in the pit lane. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps / race time distance, then the race may not be restarted.

If a race is stopped before the full distance or time has been achieved and the race is not restarted, then the results will be declared on the basis of the classification order when the leading car crossed the control (timing) line for the penultimate time before the race was stopped.

Should a race be initially placed under Safety Car conditions but is then Red Flagged and does not resume then the results of the race will be determined by the passing of the control (timing) line by the leader and all following cars at the end of the lap before the Safety Car is deployed.

No Driver may start a race without having taken part in a qualifying or official test session unless authorized by the Race Director.

## 12.9 Change of weather conditions

1. For all sessions, a wet session or wet track is announced based on a decision by the Race Director by displaying the "wet session" or "wet track" board (messages will also be displayed on the electronic timing screens where possible). In this case, the decision is left to the competitors/drivers as to whether they wish to take appropriate measures (change tyres). Should the rain stop, or the track dry out before or during a session, the Race Director is not required to declare 'Dry Session' and tyre choice will remain open. Cars will not be required to continue having their lights on.

For all sessions, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time.

2. Once a session has started, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time without waiting for the Race Director to declare a "wet session" or "wet track".
3. At the start of a race, once the cars have left the paddock area and taken position in the pre-start, the pit crew equipment and tyre trolleys will go from the paddock into the pit lane.
4. If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions:

If there is a change in weather conditions prior to the start of a race, the following may apply:

- a. During the pre-start procedure
  - i. The Race Director will confirm where tyres may be changed and the procedure for doing so.
  - ii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

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- b. During the Formation Lap
  - i. The start is aborted.
  - ii. The Race Director will decide where teams may change tyres and issue instructions accordingly.
  - iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

If the start or re-start of the race is made behind the Safety Car, due to the weather conditions then the use of wet-weather tyres is compulsory until the Safety Car has returned to the Pits. The start or re-start may be from the Pit Lane.

A race will not be stopped in the event of rain unless the circuit is blocked, or the Race Director considers it unsafe to continue.

See Part 2: Technical Regulations Article 2.7 regarding the use of wet weather tyres.

### 12.10 False start

The Race Director may use any video or electronic means to assist them in reaching a decision regarding false starts.

### 12.11 Safety Car

N/A

### 12.12 Finish

1. The end-of-race signal will be given at the Control Line as soon as the leading car has covered the full scheduled race distance or has covered the greatest distance within the scheduled race time.
2. Should for any reason (other than when a race is aborted or suspended in accordance with Article 12.8) the end-of-race signal be given before the leading car completes the scheduled number of laps, or before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Control Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
3. After receiving the end-of-race signal all cars must proceed on the Circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

The control (timing) line applies both to the track and to the pit lane, except for the end of the race where a competitor must take the chequered flag on the track in order to be classified for that lap.



the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

(3) Implied exclusions from liability shall remain unaffected by the above non-liability clause.

## **16. TV rights/advertising and television rights**

All the copyright and sound and picture rights lie with Porsche Sweden, including the pictures which are adopted by television broadcasts on the Porsche Sprint Challenge Scandinavia 2021. All television rights of the Porsche Sprint Challenge Scandinavia 2021, including terrestrial broadcast as well as cable and satellite television broadcasts, all video rights and all rights on the use of the complete electronic media, including internet, lie with Porsche Sweden. Any kind of recording, broadcast, repetition or reproduction for commercial purpose, particularly also distribution via social media platforms, without written agreement of the Porsche Sweden is prohibited and can lead to high claims for compensation.

The organiser is entitled to use exclusively all rights of the teams and their drivers, particularly names, logos, team equipment and vehicle, for the production of interactive games of the race Series and to assign the rights to a third party for this purpose.

## **17. Specific Regulations**

### **17.1 Paddock**

The image of the Series and the participating teams must comply with a professional standard at all times. For Paddock parking space regulations please see Tävlingsreglemente SBF Mästerskapsracing 2021.

Only the team trucks shall have access to the Porsche Sprint Challenge Scandinavia paddock. Small trucks and trailers shall only have access to the Porsche Sprint Challenge Scandinavia paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles shall not have access to the Porsche Sprint Challenge Scandinavia paddock at any time.

The precise times for setting up and dismantling the paddock will be determined by the Sporting Committee for each racing event and will be advised in writing at the latest 24 hours before the start of the racing event in the form of the 'Team Info'. These times must be strictly adhered to.

All trucks must be washed before they are parked in the paddock. The use of trucks and semitrailer roofs as well as lifting platforms as spectator platforms is prohibited.

### **17.2 Pit lane allocation**

Teams will be allocated a working area in the pit lane by the Series Organiser.

### 17.3 Instructions of the Series Organiser and Officials

Instructions of the Series Organiser and the paddock supervisors must be followed at all times. In the event of failure of any team, team member, driver, guest or other individual to comply with these regulations, the Series Organizer will notify the Race Director who may impose a penalty including a fine of a least SEK 5 000 and up to disqualification from the competition.

### 17.4 Publication obligation

N/A

### 17.5 Podium and Awards ceremonies

During the entire podium ceremony, the drivers on the podium must wear the caps of the tyre manufacturer on their heads with the logo at the front. The ceremony starts with ascending the podium and ends with leaving the podium after the group picture for the press.

### 17.6 Steward's Inquiries

N/A

### 17.7 Incidents

N/A

### 17.8 Penalties

At the individual events, the Race Director of the event is responsible for imposing penalties to the participants, including entrants, teams and drivers in accordance with the SBF regulations and/or in the International Sporting Code.

In addition to the cases listed in the SBF regulations, Sporting Code and other regulations, the following circumstances or offences may also be punished by refusing permission to participant, or disqualification of a participant from the competition:

- Non-compliance with the prerequisites for participation
- Non-compliance with the regulations in the code
- Advertising for brands that compete with the Series sponsors
- Unsporting behaviour
- Failure to comply with the instructions of the Series organizer
- Refusal to undergo a vehicle check that has been ordered

The costs for special investigations must be borne by the applicant when sports penalties are imposed.

The fact that penalties have been imposed by the Race Director does not rule out more extensive penalties by the relevant ASN or its sports disciplinary body. These disciplinary bodies shall also be entitled to disallow points won in Porsche Sprint Challenge Scandinavia races.

In the case of disqualification from an event, the points gained for the relevant race shall be forfeited. In the event of exclusion from participating further in the Series, all points won up to that point shall be forfeited.

## **18. Safety**

### **18.1 Extrication exercise**

At each event, the Series Organiser, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise. The Series Organiser shall, by rotation, nominate a team and driver to take part in the exercise. The team and driver must comply with this request and have the nominated car and driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition. Failure to comply with this regulation may result in a penalty.

### **18.2 Pit lane safety**

- a) The maximum speed in the pit lane during practice, qualifying and each race is specified by the promoter in the Supplementary Regulations for the event (usually 50 kph) and will be monitored by the Race Director. Drivers exceeding the permitted maximum speed during free practice or qualifying sessions may be penalised, including by Stop-Go penalties during either of those sessions or a drop of grid places for the race. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and qualifying may face additional penalties for speed limit violation. Drive through or Stop-Go penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race.
- b) The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car is strictly enforced. Any non-compliance will be reported to the Race Director and penalised at the full discretion of the Race Director. Engines must not be running while a car is on jacks or other temporary supports.
- c) The outer (fast) lane is to be kept unobstructed to allow safe passage of cars at all times. It is the responsibility of each competitor to release their car from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- d) 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.
- e) The responsibility shall be on all drivers to take due care and drive within the pit lane speed limit. Drivers must respect the designated pit entry and must not cross the white line at pit exit, details of which will be provided in the Drivers' Briefing.
- f) All equipment must be kept in a safe position towards garages as soon as cars leave their pit areas at the start of and during practice, qualifying and races. Teams are instructed by the Race Director to park their cars at 45 degrees in their pit areas.

- g) Competitors, team members and drivers are responsible for the conduct and safety of their guests in the pit lane area. Guests must carry the correct credentials at all times. Any guest found in the pit lane without the correct pass will be excluded from the pit lane and the competitor will be reported to the Stewards. No person under the age of 15 is permitted in the pit lane at any time.
- h) Competitors, team members and drivers must ensure that their guests always respect the pit lane regulations and be vigilant at all times. To this end, it is the responsibility of each competitor and/or driver to give a briefing to each individual guest regarding pit lane safety.
- i) Competitors and team members must wear closed footwear in the pitlane at all times, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members.
- j) All work on cars in the pit lane must only be undertaken in the inner (working) lane. No work may be undertaken in the outer (fast) lane. When cars are waiting in the outer (fast) lane prior to exiting the pit lane at the start or restart of any practice or qualifying session or race, no work of any description may be undertaken on the car. It is permitted to use a forced air blower to cool the driver, but any such cooling equipment must be removed from the outer (fast) lane before the pit lane open signal is given.

### 18.3 General safety

- a) Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pitlane under its own power.
- b) At any time whilst on track, drivers may only use the track and must always observe the provisions of the International Sporting Code and these regulations relating to driving behaviour on circuits.
- c) If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help; however, if any mechanical assistance is required to move the car then the car will not be permitted to re-join. A driver who abandons a car must leave the steering wheel in place.
- d) A car's lights must be illuminated at all times when it is running on treaded tyres and/or on a track that has been declared wet and/or the "lights on" board has been shown. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- e) Should any session or race run into dusk or darkness all cars must, on the Race Director's instruction, have two front headlights and two rear red lights illuminated. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- f) Throughout all sessions there will be a green/red light at the pit exit. Cars may only leave the pit lane when the green light is on.

- g) Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- h) At the end of any session or race, each driver may cross the Control (Timing) Line only once.
- i) Team personnel are not permitted to ride on the tyre trolleys or on buggies (or the like) apart from using the specific seats provided with the vehicle.
- j) All drivers must complete and pass all sections of the Edubreak e-learning test provided by the DMSB. An email link will be provided by the Series Organiser. The competitor must ensure that each driver has completed the test in 2021 before taking part in the driver's first competition of the Series.
- k) Only small two and four-wheeled motorised paddock vehicles may be used within the paddock. These vehicles may only be used when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. Private cars and vans are not considered as paddock vehicles.
- l) The speed limit in the paddock at each venue is 10 kph.
- m) Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each event.
- n) All paddock vehicles that require personnel to be on the roof (i.e., to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof.

## **19. Place of jurisdiction**

As far as there is no exclusion of jurisdiction and claims against Porsche Sweden are asserted and a jurisdiction clause pursuant Legal jurisdiction agreement is admissible, the company headquarters of Porsche is herewith agreed as place of jurisdiction.

## **20. Acceptance of the regulations**

With the signature on the 'Application for Entry' or on the 'Application for Guest Entry' each entrant and driver of the Porsche Sprint Challenge Scandinavia confirms the acceptance of these regulations as a whole, including the SBF provisions and the FIA International Sporting Code and appendices.

If required during the season, the Porsche Sprint Challenge Scandinavia regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorization by the SBF. This information is to be provided in writing, for example in a bulletin.

## Part 2: Technical Regulations

### 1. Technical Series Regulations

#### 1.1 Summary of the eligible groups/classes

The Porsche Sprint Cup Scandinavia is a one-make Series with two different group/class classifications (Clubsport and Cup).

**Cars eligible for the Clubsport classification are:**

Porsche Cayman GT4 Clubsport 981MY 2016  
Porsche Cayman GT4 Clubsport 981 MR, MY 2016  
Porsche Cayman GT4 Clubsport 982, MY 2019-2020  
Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020  
Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system  
Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009

**Cars eligible for the cup classification are:**

Porsche 997 GT3 Cup, MY 2005-2007  
Porsche 997 GT3 Cup, MY 2008-2009  
Porsche 997 GT3 Cup, MY 2010-2013  
Porsche 991 GT3 Cup, MY 2013-2016

Only cars of these models (special series produced by Porsche AG), of the model year 2005-2016 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 SBF vehicle pass or the corresponding document of another ASN associated to the FIA.

A change of cars is prohibited.

Cars submitted by "Porsche AG" may deviate from the Technical Regulations for development purposes. The deviations shall be referred for approval to the SBF by the Series Organizer before the vehicle 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 (FIA ISC)
- General provisions, definitions and clarifications with regard to technical regulations
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG
- Software information of Porsche AG

Spare parts catalogues of the eligible vehicles

National regulations of the SBF deviating from the FIA safety regulations are not valid for series and events with the status international. The safety regulations according to article 1.11 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 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 Porsche AG. Any requirements may be varied for any specific competition by means of a Stewards' Bulletin issued at that event.

### **1.3 General/Preamble**

**Everything that is not expressly permitted by these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations.**

### **1.4 Driver equipment**

Driver equipment must be worn at all times whilst the driver is seated in the car in the pre-grid area, the pit lane and 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.

#### **1.4.1 Frontal head restraint system (FHR/HNRS; HANS or comparable system)**

The use of an FIA approved FHR system in accordance with FIA list No. 29 is compulsory for all races and competitions within the Series as well as for all races outside the Series which are organised according to these Regulations.

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the vehicle 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 with an electric pump may be used. Prior to installation it must be approved by the Technical Scrutineers.

### 1.4.3 Cooling system

A cooling system with cooling vest may be used. Prior to installation it must be approved by the Technical Scrutineers and. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

## 1.5 General regulations

### 1.5.1 Permitted modifications and installations

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

The limits of the modifications and installations allowed 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 vehicles in accordance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by Porsche AG for other groups of vehicles (e.g., Porsche road vehicles) is also prohibited.

The use of any items described as "optional" in the parts catalogue is prohibited, as long as their use is not in particular allowed by these technical regulations.

Throughout the vehicle, the standard fastening components such as nuts, bolts, washers, lock washers, spring washers and splint pins may be replaced by Porsche Genuine Parts.

The service and replacement intervals as well as adjustment values specified by Porsche AG (see Technical Manual) are to be observed.

The Series Organiser may allow modifications that do not correspond to the series production status on all or individual vehicles, providing these do not permit a competitive advantage (e.g., for the attachment of cameras; radio installations, etc.). The entrant must make written application to the Series Organizer and receive written authorisation before making any such modification.

### 1.6 Minimum weights and ballast

The minimum total weight of a vehicle is depending on type of car and is subject to Balance of Performance (BoP) and may therefore be adjusted by technical bulletins during the season.

The minimum weight of a vehicle consists of:

- the weight of the car with empty fuel tank;
- the weight of the inboard 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.

### 1.6.1 Ballast

The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger 's seat in accordance with the illustration in Attachment 3. The components of the ballast weights are identified by spare part numbers (part numbers: 997.504.848.00 / 997.504.848.01 / 997.504.848.02 or 991.504.848.00 / 991.504.848.01 / 991.504.848.02 or MTH504848 / MTH504849 / MTH504850).

### 1.6.2 Base plate auxiliary weight

In addition to the original part, base plates with part numbers 991.504.847.7B / 991.504.847.7A and 991.504.847.9B are permitted to be used. If the base plate does not contain the necessary holes for the mounting positions as indicated in these regulations (attachment 3), 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.

### 1.6.3 Minimum vehicle weight

The minimum weight of the cars is depending on car model and consists of:

- the weight of the vehicle with empty fuel tank;
- the weight of the inboard camera including the weight of the respective substitute ballast;
- the weight of the inboard 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.

Minimum weight per class and car model:

#### The Clubsport classification:

Porsche Cayman GT4 Clubsport 981	MY 2016	1345kg
Porsche Cayman GT4 Clubsport 981 MR	MY 2016	1345kg
Porsche Cayman GT4 Clubsport 982	MY 2019-2020	1320kg
Porsche Cayman GT4 Clubsport MR 982	MY 2019-2020	1335kg
Porsche Cayman GT4 Clubsport MR 982 including homologated intake system	MY 2019-2020	1345kg
Porsche 997 GT3 Cup GT4 Homologated	MY 2005-2009	1330kg

#### The Cup classification

Porsche 997 GT3 Cup	MY 2005-2007	1170kg
Porsche 997 GT3 Cup	MY 2008-2009	1195kg
Porsche 997 GT3 Cup	MY 2010-2013	1195kg
Porsche 991 GT3 Cup	MY 2013-2016	1242kg

**1.6.4 Minimum driver weight**

N/A

**1.6.5 Determining the total weight of vehicle and driver**

N/A

**1.6.6 Weight changes during qualifying and race**

During any qualifying session and race, the weight of the car is only allowed 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 allowed to be added to the car.

**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 vehicles and drivers during the event on the official scale 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.

**1.6.8 Personal protective driver equipment during weighing**

N/A

**1.6.9 Weighing of cars**

The weighing procedure of cars is conducted in accordance with the current SBF policy for the weighing of cars.

Weighing of vehicles is carried out regularly on the official scale.

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**

N/A

**1.6.11 Weighing after breakdown and vehicle remaining on circuit during qualifying and race**

N/A

**1.6.12 Determining the driver weights**

N/A

**1.6.13 Replacement and loss of car parts**

All car parts that were replaced during the practice, qualifying session and race must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the vehicle will be marked by the Technical Scrutineers or their assistants if necessary and must afterwards not be modified in any way. These parts

must remain until released by the Technical Scrutineers in the pit or in the Technical Scrutineering tent in sight of the Technical Scrutineers or his assistants. These parts can be considered when determining the weight instead of the replaced parts.

In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 25kg to the measured weight of the car.

#### **1.6.14 Parc Fermé rules for vehicle 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.

#### **1.6.15 Weighing in below the minimum weight**

If, during the post qualifying or post-race weighing procedure the car is found to be below the currently applicable minimum weight, the car and the driver will immediately be weighed together 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 of the combination of vehicle.

Falling below the minimum weight during the qualifying session will be penalised with the cancellation of the qualification times achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid.

Falling below the minimum weight in the race will result in disqualification from the points classification for the race.

#### **1.6.16 Bringing the car to the weighing area**

It is the entrant's responsibility to ensure that the race car entered by him/her can be brought directly to the weighing area when instructed by the Race Director 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.

#### **1.6.17 Regulations on the route to and in the weighing area**

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

### **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 the parts that should be replaced prior to the car being weighed.

### **1.8 Emissions regulations**

The car must be equipped with a catalytic converter as supplied by Porsche AG and in accordance with the SBF exhaust gas emission regulations.

## 1.9 Noise regulations

The maximum permitted noise limits are 95 dB LAF measured in compliance with the SBF TR 4 regulations. This noise level will be determined in compliance with the SBF pass-by measuring method (mandatory for all circuit events).

## 1.10 Advertising and partnerships

The current FIA/SBF/Porsche Sweden prescriptions for competition numbers and for advertising on the driver's equipment/on the race car must be respected. The provisions set out under Article 16 of Part 1 Sporting Regulations also apply.

Under consideration of the FIA/SBF prescriptions for starting numbers and advertising on the cars, the following advertising is compulsory on the race vehicles (see Attachment 2):

The advertising decals, logos, driver name and competition numbers as specified by the Series Organiser, must be affixed to all competing cars during the practice, qualifying session and races of the Series. The size, type, quantity and positioning are determined and announced in the "2021 Sticker Regulations". The sticker regulations are agreed on with the SBF.

The "2021 Sticker Regulations" are part of these Regulations (see Attachment 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 vehicles 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 driver's names and starting numbers must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series organizer and notification is given in the 'Sticker Regulations 2021' (Attachment 2).

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

**IMPORTANT: Any variations of the FIA/SBF Regulations are subject to a special waiver issued by the SBF.**

Teams (competitors) must not enter into partnerships with companies who are either in competition to Porsche AG, its parent or partner companies, the official Series partners of Porsche AG or who are involved in a legal dispute with Porsche AG or a company associated with Porsche AG. The teams (competitors) are therefore obliged to notify potential partnerships to Porsche AG in advance. Porsche AG is entitled to prohibit teams (competitors) from entering into a partnership if the potential partner falls into one of the above two categories.

Teams (competitors) must not enter into partnerships with companies who are either in competition to the official Series partners of Porsche Sweden or who are involved in a legal dispute with Porsche Sweden or a company associated with Porsche Sweden. The teams are therefore obliged to notify potential partnerships to Porsche

Sweden in advance. Porsche Sweden is entitled to prohibit teams (competitors) from entering into a 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 Porsche AG, their associated companies or the Series sponsors on vehicles, 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 vehicles, 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 Porsche AG to bring the Series into disrepute is strictly prohibited.

The team (competitor) is obliged to notify the Series organizer of all potential partners/sponsors and obtain a written approval and obtain written approval from the Series organizer to their use. The Series Organizer is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors.

Contravention of any of this advertising regulations may result in a fine of at least EUR 1,000, and/or refusal to participate in any event or exclusion from the event, in each case at the discretion of the Race Director of the Event. Porsche Sweden reserves the right to reject potential partners/sponsors without specifying any reasons.

The team (the applicant) bears responsibility that the car stickers of the registered cars are in accordance with the effective legal regulations.

The Series Organiser and the sponsors of the Porsche Sprint Challenge Scandinavia receive all rights for the promotional use of sporting successes without paying separate fees.

## **1.11 Safety equipment**

The cars must possess the following safety equipment:

The article numbers refer to the current Appendix J of the ISC, unless stated otherwise.

Article 277 (Group EII-SH)

All on-board fire extinguisher safety pins must be withdrawn from the moment a car leaves its team area to travel to the pre-start area for each session and must not be reinstalled until the car is returned to the team area after the session.

## **1.12 Fuel type and single fuel**

### **1.12.1 The following single fuel must be used:**

A single supplier of fuel (Aspen Racing 102) for the championship, designated by Porsche Sweden, is Lantmännen Aspen Petroleum AB.

Details of the specification, purchase, distribution, etc. can be obtained from Aspen.

Contact Sonny Bäck

Tel +46 (0) 301-230012

E-mail [sonny.back@lantmannen.com](mailto:sonny.back@lantmannen.com)

This is the only fuel allowed to be used by competitors during the course of the championship. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the competitor.

### 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. At any time of the event until the end of the protest deadline (subject to removal of fuel for the weighing procedure), the competitor must ensure that a minimum amount of 2 kg of fuel can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the petrol pumps 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

**A closed-circuit fuelling system is recommended but not mandatory.**

All additives are prohibited. Fuelling and refuelling of the vehicles during free practice, qualifying and the race is forbidden. All chemical changes to the fuel are 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 official notice board before the first session of each day. At no time is the fuel temperature 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 6kg 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 team is unable to use the closed-circuit fuelling system, then 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 6kg 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 team (entrant) 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 workplace.

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 911 GT3 Cup and Porsche Cayman GT4 Clubsport, built by Porsche AG in a small production run on the basis of the Porsche 911 GT3 and Porsche Cayman GT4, shall be used for the Series.

Concept: Single-seated, near-standard race car based on the Porsche 911 GT3 and Cayman GT4.

For further general descriptions, the entrant shall refer to the respective paragraph of these technical regulations and/or technical manual made available by Porsche AG.

#### Important Information

Certain special parts used in the 911 GT3 Cup and Porsche Cayman GT4 Clubsport cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Motorsport Parts Sales Department and Manthey Racing service provider at Mtech Workshop AB.

Mtech Workshop AB  
Industrivägen 21  
151 38 Södertälje  
Sweden

Contact Roger Axelsson  
Mobile +46 (0)702 930 911  
Tel +46 (0)8 550 39 997  
E-mail [roger.axelsson@carreracup.se](mailto:roger.axelsson@carreracup.se)

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

In addition to the Technical Regulations forming Part 2 in the Series Regulations, the following specific Technical Regulations are applicable.

### 2.2 Engine

#### 2.2.1 General description

##### **Porsche Cayman GT4 Clubsport 981, MY 2016**

##### **Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

- Aluminium six-cylinder rear-mounted boxer engine with rigid mounting
- 3,800 cc; stroke 76.4 mm, bore 102,7 mm
- Max. power: 283 kW (385 hp) at 7,400 rpm
- Max. rpm: 7,800 rpm

- Max. torque: 420 Nm at 4750-6000 rpm
- Compression ratio: 12.5:1
- Racing optimised water cooling with thermal management for engine and gearbox
- Four-valve tech., adjustable camshaft phasing, variable valve timing VarioCam Plus
- Sequential multi-point fuel injection
- Fuel quality: minimum 98 octane, unleaded
- Dry sump lubrication
- Electronic engine management (Continental SDI 9)
- 100-cell metal catalytic converter complying with DMSB specifications
- Rear silencer with central tailpipes
- Variable intake system with adjustable resonance butterflies
- Twin pipes sport exhaust system featuring two central tailpipes

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake systems**

- Aluminium six-cylinder rear-mounted boxer engine with rigid mounting
- 3,800 cc; stroke 76.4 mm, bore 102,7 mm
- Max. power: 313 kW (425 hp) at 7,500 rpm
- Max. rpm: 7,800 rpm
- Max. torque: 425 Nm at 6 600 rpm
- Compression ratio: 12.5:1
- Racing optimised water cooling with thermal management for engine and gearbox
- Four-valve tech., adjustable camshaft phasing, variable valve timing VarioCam Plus
- Sequential multi-point fuel injection
- Fuel quality: minimum 98 octane, unleaded
- Dry sump lubrication
- Electronic engine management (Continental SDI 9)
- 100-cell metal catalytic converter complying with DMSB specifications
- Rear silencer with central tailpipes
- Variable intake system with adjustable resonance butterflies
- Twin pipes sport exhaust system featuring two central tailpipes

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

- According to the GT4 Homologation of the vehicle.

**Porsche 997 GT3 Cup, MY 2005-2007**

- Water-cooled flat six-cylinder boxer engine
- 3,598 ccm, stroke 76.4 mm, bore dia. 99.98 mm
- Max. power: 309 kW (420 bhp), Max. torque 420 Nm
- Max. rpm: 8400 rpm
- Four valves per cylinder
- Dry-sump lubrication
- Two-stage resonance intake manifold, central air intake
- Electronic engine management MS 3.1
- Sequential multi-point fuel injection
- Required fuel quality: Super Plus unleaded, 98 ROZ

- Racing exhausts system with lambda-probe-equipped catalytic converter (400 cubicles)
- Twin-branch centre exhaust tailpipe

**Porsche 997 GT3 Cup, MY 2008-2009**

- Water-cooled flat six-cylinder boxer engine
- 3,598 ccm, stroke 76.4 mm, bore dia. 99.98 mm
- Max. power: 309 kW (420 bhp), Max. torque 420 Nm
- Max. rpm: 8400 rpm
- Four valves per cylinder
- Dry-sump lubrication
- Two-stage resonance intake manifold, central air intake
- Electronic engine management MS 3.1
- Sequential multi-point fuel injection
- Required fuel quality: Super Plus unleaded, 98 ROZ
- Racing exhausts system with lambda-probe-equipped catalytic converter (400 cubicles)
- Twin-branch centre exhaust tailpipe

**Porsche 997 GT3 Cup, MY 2010-2013**

- Water-cooled flat six-cylinder boxer engine
- 3797 cc, stroke 76.4 mm, bore dia. 102.7 mm
- Max. power: 331 KW, 450HP at 7500rpm. Max. rpm: 8500 rpm
- Four valves per cylinder
- Dry-sump lubrication
- Two-stage resonance intake manifold, central air intake
- Electronic engine management MS 3.1
- Sequential multi-point fuel injection, required fuel quality: Super Plus unleaded, 98 ROZ
- Racing exhausts system with lambda-probe-equipped catalytic converter
- Twin-branch centre exhaust tailpipe with side silencers

**Porsche 991 GT3 Cup, MY 2013-2016:**

- Aluminium six-cylinder rear-mounted boxer engine
- Sealed
- 3,800 cm<sup>3</sup>; stroke 76.4 mm; bore 102.7 mm
- Max. power: 338 kW (460 hp) at 7,500 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Sequential multi-point fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated race catalytic converter
- Side silencers
- Rear silencer with centred exhaust pipe
- Electronic acceleration pedal

The engines are sealed at Porsche AG prior to delivery. A vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the Series under any circumstances.

Any work on the engine that requires the seal to be opened must be undertaken at Porsche AG. An engine change must be approved in writing by the Series Organiser prior to the change.

Engines can be called in at the instructions of the Race Director.

Before the engines are delivered and refitted, a new seal will be affixed by Technical Scrutineers at Porsche AG.

**Applicable for 911 GT3 Cup models only:**

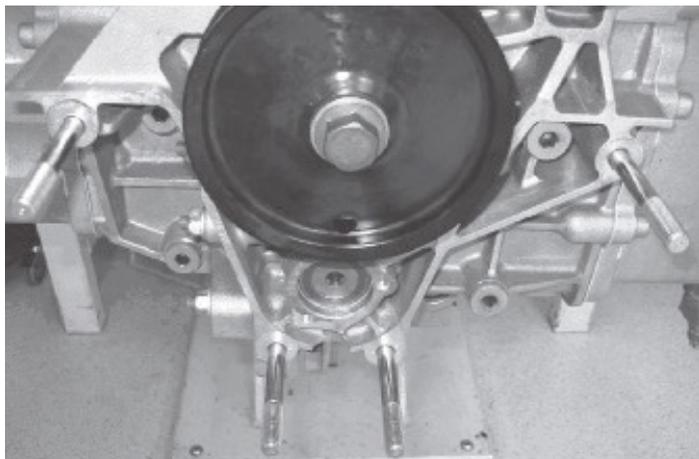
The original screws for fastening the exhaust system in place may be replaced by stud bolts and hexagon nuts.

Therefore, only the following parts are allowed to be used:

4 x stud bolts M10X70 8.8                      part number: 999.062.170.02

4 x nuts M10                                        part number: 900.377.011.01

The implementation of this modification must comply with the photo below.



### 2.2.2. Engine electronic control units

Throughout the entire event, only the Bosch Motronic or Continental SDI 9 (depending on car model) electronic control units coded and sealed by the Series Organiser for the event are permitted to be used.

The Motronic/ Continental SDI 9 electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the Motronic/ Continental SDI 9 electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the Motronic/ Continental SDI 9 electronic control units and to seal the plug-in connectors for reading the electronic control units at any time of an event. It is thus ensured that the status of the program and data is identical for all participating cars.

### 2.2.3 Exhaust system

See General car description (item 2.2).

## 2.2.4 Engine oil quick refill

### Applicable for 911 GT3 Cup models only:

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

## 2.3 Power Transmission (gearbox/differential lock)

### 2.3.1 General description

#### Porsche Cayman GT4 Clubsport 981, MY 2016

#### Porsche Cayman GT4 Clubsport 981 MR, MY 2016

- Six-speed Porsche Doppelkupplung (PDK).
- Gear ratios:
  - Constant 47/41 i=1.146
  - Bevel crown wheel 39/12 i= 3.250
  - 1st gear 43/11 i= 3.909
  - 2nd gear 55/24 i= 2.292
  - 3rd gear 43/26 i= 1.654
  - 4th gear 43/33 i= 1.303
  - 5th gear 40/37 i= 1.081
  - 6th gear 37/42 i= 0.881
  - R gear 39/11 i= 3.545
- Limited slip differential
- Oil-water heat exchanger
- Dual mass flywheel

#### Porsche Cayman GT4 Clubsport 982, MY 2019-2020

#### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

#### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intake system

- Six-speed Porsche Doppelkupplung (PDK).
- Gear ratios:
  - Constant 47/41 i=1.146
  - Bevel crown wheel 39/12 i= 3.250
  - 1st gear 43/11 i= 3.909
  - 2nd gear 55/24 i= 2.292
  - 3rd gear 43/26 i= 1.654
  - 4th gear 43/33 i= 1.303
  - 5th gear 40/37 i= 1.081
  - 6th gear 37/42 i= 0.881
  - R gear 39/11 i= 3.545
- Limited slip differential
- Oil-water heat exchanger
- Dualmass flywheel

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According to the GT4 Homologation of the vehicle.

**Aftermarket paddle shift systems are allowed but must be approved by the Technical Scrutineers.**

**Porsche 997 GT3 Cup, MY 2005-2007****Porsche 997 GT3 Cup, MY 2008-2009****Porsche 997 GT3 Cup, MY 2010-2013**

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:
  - bevel crown wheel 8/32  $i = 4.000$
  - 1st gear 12/38  $i = 3.17$
  - 2nd gear 15/32  $i = 2.13$
  - 3rd gear 18/31  $i = 1.72$
  - 4th gear 20/28  $i = 1.40$
  - 5th gear 23/26  $i = 1.13$
  - 6th gear 29/27  $i = 0.93$
- Pressure-oil lubrication
- Limited slip differential
- Oil-water heat exchanger
- Single-mass flywheel
- Hydraulic clutch centre-release mechanism
- 5.5" triple-disc sintered-metal clutch

**Aftermarket paddle shift systems are allowed but must be approved by the Technical Scrutineers.**

**Porsche 991 GT3 Cup, MY 2013-2016:**

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:
  - Ring & pinion gear 14/22  $i = 1.571$
  - Final drive 17/41  $i = 2.412$
  - 1st gear 13/41  $i = 3.154$
  - 2nd gear 17/40  $i = 2.353$
  - 3rd gear 19/36  $i = 1.895$
  - 4th gear 19/29  $i = 1.526$
  - 5th gear 24/30  $i = 1.250$
  - 6th gear 34/35  $i = 1.029$
- Internal pressure-oil lubrication with active oil cooling
- Limited slip differential
- Oil-water heat exchanger
- Triple-disc sintered metal race clutch
- Pneumatic paddle shift system

### **2.3.2 Ramp breakover angle**

#### **Porsche Cayman GT4 Clubsport 981, MY 2016**

#### **Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

#### **Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

#### **Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

#### **Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intake system**

The ramp angle of the differential lock is 50° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue and technical manual).

#### **Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According the GT4 Homologation of the vehicle.

#### **Porsche 997 GT3 Cup, MY 2005-2009:**

The ramp angle of the differential lock is 45° (traction) and 32° (overrun). The ramp angles are determined from the axis of rotation. The number of friction plates and the assembly order shall correspond to the image shown in Attachment 5 and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

#### **Porsche 997 GT3 Cup, MY 2010-2013:**

The ramp angle of the differential lock is 45° (traction) and 32° (overrun). The ramp angles are determined from the axis of rotation. The number of friction plates and the assembly order shall correspond to the image shown in Attachment 5 and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

#### **Porsche 991 GT3 Cup, MY 2013-2016:**

The ramp angle of the differential lock is 52° (traction) and 30° (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 image shown in Attachment 5 and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

### **2.3.3 Transmission emergency function**

#### **Only applicable for Porsche 991 GT3 Cup, MY 2013-2016:**

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

## 2.4 Brakes

Only cars with the 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 as an option part.

**An ABS system is mandatory for all classes and cars.**

### 2.4.1 General description

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

#### Front axle:

- Six-piston aluminium racing brake calipers in mono-bloc design with "anti-knock-back" piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bells
 

Part number:	9813511058A (FL)
	9813511068A (FR)
- Racing brake pads
 

Part number:	9913519428A (Sprint)
	9913519428B (Endurance)
- Optimized brake cooling duct layout

#### Rear axle:

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

Part number:	9813521078A (RL)
	9813521088A (RR)
- Racing brake pads
 

Part number:	9913529428A (Sprint)
	9913529428B (Endurance)
- Optimized brake cooling duct layout

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

Part number:	9913519638A (Front)
	9913529638A (Rear)

The integrated driving stability system PSM (includes ESC and TC) is specially set up for use on the racetrack and must not be changed by the competitor. The system can be fully switched off.

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intakesystem**

**Front axle:**

- Six-piston aluminium racing brake calipers in mono-bloc design with "anti-knock-back" piston springs
- Adjustable brake bias bar
- Adjustable ABS system
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bells  
Part number:               9F2615283 (FL)  
                                      9F2615284 (FR)
  
- Racing brake pads  
Part number:               9913519428A (Sprint)  
                                      9913519428B (Endurance)
  
- Optimized brake cooling duct layout

**Rear axle:**

- Four-piston aluminium racing brake calipers in mono-bloc design with "anti-knock-back" piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell  
Part number:               9F2615583 (RL)  
                                      9F2615584 (RR)
  
- Racing brake pads  
Part number:               9F2615117 (Sprint)  
                                      9F2615117A (Endurance)
  
- Optimized brake cooling duct layout

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

Part number:               9913519638A (Front)  
                                      9913529638A (Rear)

The integrated driving stability system PSM (includes ESC and TC) is specially set up for use on the racetrack and must not be changed by the competitor. The system can be fully switched off.

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According the GT4 Homologation of the vehicle.

The use of an ABS system is mandatory.

Any system working like a traction control is strictly prohibited.

**Porsche 997 GT3 Cup, MY 2005-2007****Porsche 997 GT3 Cup, MY 2008-2009****Porsche 997 GT3 Cup, MY 2010-2013**

Brake system with one brake master cylinder each for the front-axle brake hydraulic circuit (diameter 20.6 mm), marked orange, and the rear-axle brake hydraulic circuit (dia 19.05mm), marked green. With adjustable bias bar.

**Front axle:**

- Six-piston aluminium callipers, single-piece
- Steel disks  
Part number:                    997.351.409.92 left  
    997.351.410.92 right
- Brake pads:  
Part number:                    99735194093

**Rear axle:**

- Four-piston aluminium callipers, single-piece
- Steel brake disks  
Part number:                    997.352.107.A1 left  
    997.352.108.A1 right
- Brake pads:  
Part number:                    99735293096

The use of an ABS system is mandatory.

Any system working like a traction control is strictly prohibited

**Porsche 991 GT3 Cup, MY 2013-2016:**

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system if applicable. Derivative sensors & harness for retrofitting an ABS 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
- Racing brake pads
- Optimized ventilation routing

**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
- Optimized ventilation routing

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

- Front axle: (diameter: 17.8 mm, part number: 991.355.170.8C or 991.355.170.8E) and
- Rear axle: (diameter: 17.8 mm, part number: 991.355.170.8C or 991.355.170.8E).

**Front axle:**

- Aluminium 6-piston fixed callipers, one piece
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,  
Part number: FL: 991.351.105.8A/C/D  
FR: 991.351.106.8A/C/D
- Racing brake pads  
Part number: 991.351.942.8A

**Rear axle:**

- Aluminium 4-piston fixed callipers, one piece
- Internally vented brake discs, diameter = 380 mm, 30 mm thick,  
Part number: RL: 991.352.107.8A/C/D  
RR: 991.352.108.8A/C/D
- Racing brake pads  
Part number: 991.352.942.8A

A knock-back spring must be installed in each case under each brake piston of all brake callipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts are allowed to be used:

Part number:	Front axle:	991.351.963.8A
	Rear axle:	991.352.963.8A

The use of an ABS system is mandatory. The only system allowed is MTH355061 manufactured by Manthey Racing with part number: MTH355061

Any system working like a traction control is strictly prohibited.

## 2.5 Steering (steering wheel/hub extension)

### Porsche Cayman GT4 Clubsport 981, MY 2016

### Porsche Cayman GT4 Clubsport 981 MR, MY 2016

Steering is defined in the parts catalogue and must be assembled without any changes. To improve the reach of the steering wheel for drivers of differing tallness, there is the possibility to optionally fit a 40 mm steering wheel hub extension.

Steering wheel hub extension 40mm: MTH347810

(ref.: Manthey Racing Spare Parts catalogue Cayman GT4 CS Spec Trophy)

### Porsche Cayman GT4 Clubsport 982, MY 2019-2020

### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intake system

Steering is defined in the parts catalogue and must be assembled without any changes.

### Porsche 997 GT3 Cup, MY 2005-2007

### Porsche 997 GT3 Cup, MY 2008-2009

### Porsche 997 GT3 Cup, MY 2010-2013

Only products from OEM supplier OMP and Krontec are allowed.

### Porsche 991 GT3 Cup, MY 2013-2016:

The position of the steering rack on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm (part number left: 991.341.613.7B; part number right: 991.341.613.8A).

Only one hub extension providing 20mm extension that is of the original Porsche Part number 997.347.287.90 is allowed.

## 2.6 Wheel Suspension

### 2.6.1 General description front axle

### Porsche Cayman GT4 Clubsport 981, MY 2016

### Porsche Cayman GT4 Clubsport 981 MR, MY 2016

#### Front axle

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged suspension links:
  - Optimised stiffness
  - Double shear mounting
  - High-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, adjustable/ non-adjustable
- Reinforced track rods
- Electrohydraulic power steering with variable steering ratio and steering impulse
- Modified anti-roll bar

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intakesystem**

**Front axle**

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged suspension links:
  - Optimised stiffness
  - Double shear mounting
  - High-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, adjustable/ non-adjustable
- Reinforced track rods
- Electromechanical power steering with variable steering ratio
- Anti-roll bar, 3-hole design

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According to the GT4 Homologation of the vehicle.

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

**Porsche 997 GT3 Cup, MY 2010-2013**

**Front axle**

- McPherson strut-type axle
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Blade-type anti-roll bar
- Damper mounted to upright with twin-clamp system
- Power steering with electro-hydraulic pressure feed
- Suspension continuously variable (height, camber, track)

**Porsche 991 GT3 Cup, MY 2013-2016:**

**Front axle:**

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged struts:
  - Optimized stiffness
  - Double shear track rod connection
  - Heavy-duty spherical bearings
- Wheel hubs with centre lock
- Racing shock absorbers, non-adjustable
- Forged & adjustable top mounts
- Double-blade-type anti-roll bar
- Electrohydraulic power steering with external control function for easy car manoeuvring
- Tire pressure monitoring system

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained.

### 2.6.2 General description rear axle

#### **Porsche Cayman GT4 Clubsport 981, MY 2016**

#### **Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

##### **Rear axle**

- McPherson suspension strut
- Forged suspension links: Optimised stiffness, double shear mounting, high-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, adjustable/ non-adjustable
- Adjustable blade-type anti-roll bar

#### **Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

#### **Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

#### **Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intakesystem**

##### **Rear axle**

- McPherson suspension strut
- Forged suspension links: Optimised stiffness, double shear mounting, high-performance spherical bearings
- 5 bolt wheel hubs
- Racing shock absorbers, adjustable/ non-adjustable
- Adjustable blade-type anti-roll bar

#### **Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According the GT4 Homologation of the vehicle.

#### **Porsche 997 GT3 Cup, MY 2005-2007**

#### **Porsche 997 GT3 Cup, MY 2008-2009**

#### **Porsche 997 GT3 Cup, MY 2010-2013**

##### **Rear axle**

- Multilink rear suspension with rigidly mounted subframe
- Sachs gas-pressure shock absorbers
- Double coil springs (main spring and helper spring)
- Two-piece lower control arms for camber adjustment
- Reinforced, continuously variable rear axle track rod
- Blade-type anti-roll bar
- Suspension continuously variable (height, camber, track)

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained.

**Porsche 991 GT3 Cup, MY 2013-2016:**

**Rear axle:**

- Multilink rear suspension, adjustable in height, wheel camber and track
- Forged struts:
- Optimized stiffness
- Double shear track rod connection
- Heavy-duty spherical bearings
- Wheel hubs with centre lock
- Racing shock absorbers, non-adjustable
- Forged top mounts
- Double-blade-type anti-roll bar
- Tire pressure monitoring system

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained.

**The max. permissible combined thicknesses of the spacer washers in the front and rear axle control arms are:**

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intake system**

- Front axle: 18 mm
- Rear axle: 18 mm

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According to the GT4 Homologation of the vehicle.

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

- Front axle: 13 mm
- Rear axle: 10 mm

**Porsche 997 GT3 Cup, MY 2010-2013**

- Front axle: 13 mm
- Rear axle: 13 mm

**Porsche 991 GT3 Cup, MY 2013-2016**

- Front axle: 18 mm
- Rear axle: 15 mm

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

Furthermore, it is optional to fix the camber shims with aluminium tape.

The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 6).

**The wheelbase on the left and right sides of the vehicle must be:**

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including SRO homologated intake system**

2.476 mm +/- 15 mm.

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According to the GT4 Homologation of the vehicle.

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

**Porsche 997 GT3 Cup, MY 2010-2013**

2.355 mm +/- 15 mm.

**Porsche 991 GT3 Cup, MY 2013-2016**

2.456 mm +/- 15 mm.

The measuring points are the centres of the wheel hubs.

### **2.6.3 Anti-roll bars**

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are allowed to be used.

**Only applicable for Porsche 991 GT3 Cup, MY 2013-2016:**

Shims are allowed to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles.

These are available in the following versions:

1 mm with the spare part number 991.343.761.8A

2 mm with the spare part number 991.343.761.8B

The overall axial clearance must not be less than 0,2 mm.

## 2.6.4 Shock absorbers/springs

### Porsche Cayman GT4 Clubsport 981, MY 2016

#### Front:

Shock absorber 9813430458A  
Main spring 9813435318A  
Auxiliary spring 9813435378A

#### Rear:

Shock absorber 9813330458A  
Main spring 9813335318A  
Auxiliary spring 9813435378A

The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

### Porsche Cayman GT4 Clubsport 981 MR, MY 2016

Shock absorber Front: MTH343055/ MTH343056  
Rear: MTH333060/ MTH333061

Main spring The following main spring combinations are allowed:  
130-140 (Front) MTH343530 and 130-170 (Rear) MTH333534  
120-140 (Front) MTH333533 and 110-170 (Rear) MTH333535  
150-140 (Front) MTH333531 and 150-170 (Rear) MTH333532

Auxiliary spring MTH343538

The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

### Porsche Cayman GT4 Clubsport 982, MY 2019-2020

### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system

#### Front:

Shock absorber 9F241202(3/4)A  
Main spring 9F2411105A  
Auxiliary spring 9813435378A

#### Rear:

Shock absorber 9F2512020A  
Main spring 9F2511121A  
Auxiliary spring 9813435378A

The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

### Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009

According to the GT4 Homologation of the vehicle.

**Porsche 997 GT3 Cup, MY 2005-2007****Porsche 997 GT3 Cup, MY 2008-2009****Porsche 997 GT3 Cup, MY 2010-2013**

Only the factory-installed type Sachs shock absorbers and H&R chassis springs in their original condition are permitted to be used.

**Porsche 991 GT3 Cup, MY 2013-2016**

Only the factory-installed type Sachs shock absorbers and H&R chassis springs in their original condition are permitted to be used.

The following number is stamped on the bump stops of the rear vibration dampers: 0049 5111 0 250. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Part numbers:

▪ Vibration damper	Front:	991.343.045.8D
	Rear:	991.333.051.8A
▪ Bump stop	Front:	991.343.677.8A
	Rear:	991.333.677.8A
▪ Main spring	Front (240 N/mm):	991.343.531.8C
	Rear (260 N/mm):	991.333.531.8C
▪ Helper spring	Front (75/60/45):	996.343.537.90
	Rear (80/60/60):	997.333.537.90

**2.7 Wheels (flange + rim) and tyres****2.7.1. General description****Porsche Cayman GT4 Clubsport 981, MY 2016****Porsche Cayman GT4 Clubsport 981 MR, MY 2016****Porsche Cayman GT4 Clubsport 982, MY 2019-2020****Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020****Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system****Front axle:**

- Single-piece light-alloy rims according to Porsche specification and design with 5 bolt attachment, 9J x 18 ET 41
- Treaded Michelin transportation tires; tire size: 25/64-18

**Rear axle:**

- Single-piece light-alloy rims according to Porsche specification and design with 5 bolt attachment, 10.35J x 18 ET 47.5
- Treaded Michelin transportation tires; tire size: 27/68-18

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

**Front axle:**

- Single-piece light-alloy rims according to Porsche specification and design with centre lock, 9J x 18 ET 43
- Treaded Michelin transportation tires; tire size: 25/64-18

**▪ Rear axle:**

- Single-piece light-alloy rims according to Porsche specification and design with centre lock, 11J x 18 ET 30
- Treaded Michelin transportation tires; tire size: 27/68-18

**Porsche 997 GT3 Cup, MY 2010-2013**

**Front axle:**

- Single-piece light-alloy rims according to Porsche specification and design with centre lock, 9.5J x 18 ET 37
- Treaded Michelin transportation tires; tire size: 27/65-18

**Rear axle:**

- Single-piece light-alloy rims according to Porsche specification and design with centre lock, 12J x 18 ET 30
- Treaded Michelin transportation tires; tire size: 31/71-18

**Porsche 991 GT3 Cup, MY 2013-2016**

**Front axle:**

- Single-piece light-alloy rims according to Porsche specification and design with centre lock, 10.5J x 18 ET 28
- Treaded Michelin transportation tires; tire size: 27/65-18

**Rear axle:**

- Single-piece light-alloy rims according to Porsche specification and design with centre lock, 12J x 18 ET 53
- Treaded Michelin transportation tires; tire size: 31/71-18

## **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 strictly enforced for all races.

### 2.7.3 Tyres

Porsche Sweden's specified single tyre supplier for the Championship is Michelin (dry and wet tyres). Only tyres approved and marked by Porsche Sweden, delivered by the specified tyre-supplier Däckproffsen in Växjö are approved for use during this championship, for practice, qualifying and races. All new tyres which the competitor intends to use during an event, must be collected from the specified supplier in conjunction with that event.

Only the version of Michelin tyres with the following specification approved for the Series races may be used for the duration of the events:

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

#### **Slick tyres**

- Front: 25/64 R 18 Porsche Cup N2#
- Rear: 27/68 R 18 Porsche Cup N2

#### **Wet tyres**

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

#### **Porsche 997 GT3 Cup, MY 2010-2013**

##### **Slick tyres**

- Front: 25/64 R 18 Porsche Cup N2#
- Rear: 30/68 R 18 Porsche Cup N2

##### **Wet tyres**

- Front: 25/65 R 18 P2L
- Rear: 30/68 R 18 P2L

#### **Porsche 991 GT3 Cup, MY 2013-2016**

##### **Slick tyres**

- Front: 27/65 R 18 Porsche Cup N2#
- Rear: 31/71 R 18 Porsche Cup N2

##### **Wet tyres**

- Front: 27/65 R 18 P2L
- Rear: 31/71 R 18 P2L

Porsche AG suggests that all competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. Only atmospheric air may 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 (Däckproffsen).

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

#### **2.7.4 Route to and from the pit lane**

The route to and from the pit lane for the practice session/s may be taken on rain tyres. The route to and from the pit lane for the qualifying session may be taken on marked rain tyres.

#### **2.7.5 Tyre marking**

Throughout these regulations any reference to the marking of tyres includes the procedure of electronically scanning and recording the individual bar codes of tyres.

At each event, and for the duration of each event, a maximum number of sets of slick tyres for the front axle and rear axle of each vehicle can be marked by the Technical scrutineers at a specific time as per the table in Attachment 11 (a set of tyres is defined as two front and two rear tyres.) This is valid for events with one as well as two classification rounds. The point of time for tyre marking and release is published in the Internal Event Schedule (e.g., tyre marking, slick tyres, tyre marking rain tyres, tyre pick-up).

Furthermore, the competition numbers must be displayed on the tyres clearly.

#### **2.7.6 Ordering of tyres**

The tyres for the relevant event must be ordered from Michelin (Däckproffsen) in good time - at least ten working days before the Competition (= set-up day) of the race event - using the official order form.

#### **2.7.7 Practice**

For practice only slick tyres as shown in the table in Attachment 11 must be used.

#### **2.7.8 Qualifying and Race**

Only the tyres marked for the relevant event are permitted to be used for the respective qualifying and race; as shown in table in Attachment 11. Only correspondingly marked tyres are permitted to be taken into the pit lane for qualifying and the race of the respective event. For the avoidance of doubt, slick tyres marked before practice (where this is provided for) or used during practice may not be brought into the pit lane for, or used during, qualifying or the race.

#### **2.7.9 Guest drivers**

At the first event for Guest Drivers with a competition number which is the first time the particular competition number is entered into the 2021 season of the Porsche Sprint Challenge Scandinavia., the tyres rules as shown in table in Attachment 11 will apply.

#### **2.7.10 Non-Permanent Drivers**

N/A

### 2.7.11 Late entries

For Permanent entrants who enter the Series after the opening competition, at their first competition the same tyre rules as for Guest entrants apply.

### 2.7.12 Tyre damage

N/A

### 2.7.13 Treatment

All chemical, mechanical and thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session it is forbidden to cover the approved tyres. This applies for slick as well as rain tyres.

### 2.7.14 Tyre logs

All barcodes of the marked tyres will be recorded in lists, the so-called tyre logs, which will be handed over to the entrants. The entrants must compare the barcodes of the tyres with those of the tyre logs and sign to confirm agreement.

All tyre logs must be presented signed to the Technical Scrutineers before the start of the respective session for which the tyres are allowed to be used.

No tyre is allowed to be used that is not listed on a signed tyre log that has been handed over to the Technical Scrutineers before the respective session.

## 2.8 Bodywork and dimensions

### 2.8.1 General description

#### Porsche Cayman GT4 Clubsport 981, MY 2016

#### Porsche Cayman GT4 Clubsport 981 MR, MY 2016

- Lightweight bodywork with intelligent aluminium-steel composite construction
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
- Front bonnet with quick release fasteners
- Rear deck with quick release fasteners
- Fixed carbon rear win side plates, black aluminium wing support with integrated gurney flap
- Modified Cayman GT4 cockpit: -Porsche Motorsport steering wheel, paddles shift, Motorsport central console with typical Porsche switch layout Crash protected, lightweight battery and optimised ECU position
- Six-point safety harness
- FIA certified towing loops
- Portable fire extinguisher
- Three-piston air jack
- 100 litre FT3 Safety cell with 'Fuel cut off' safety valve according FIA

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**

- Lightweight bodywork with intelligent aluminium-steel composite construction
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
- Front bonnet with quick release fasteners
- Rear deck with quick release fasteners
- Fixed rear wing with "swan neck" mount made of natural-fibre composite materials, including the side blades, black aluminium wing supports with integrated carbon fibre Gurney flap
- Six-point safety harness
- Driver and co-driver doors of natural-fibre composite materials
- Roof including escape hatch, certified according to FIA Art. 275a
- Provision for safety net
- FIA certified towing loops
- Three-piston air jack
- Recaro race bucket seat with longitudinal adjustment and padding system, adjustable to the individual needs of the drivers (in accordance with FIA Standard 8862/2009 – the latest FIA requirements)
- Motorsport centre console with enhanced functionality and adapted usability
- 115 liter FT 3 Safety cell with 'Fuel cut off' safety valve according FIA

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

- Self-supporting body shell made of galvanised sheet steel
- Carbon-fibre doors with window frame and plastic rear-view mirrors
- Carbon-fibre rear lid with adjustable rear wing
- Welded-in roll cage
- Air jack system
- Aerodynamically optimised front bumper and front spoiler cage
- Racing seat (driver side only) with fire-retardant upholstery
- Six-point seat belt, optimised for use with HANS System
- Removable steering wheel (with quick-release coupling)
- Electric fire extinguisher
- 100L FT3 Tank is recommended but not mandatory
- Safety retainer for battery fixation

**Porsche 997 GT3 Cup, MY 2010-2013**

- Self-supporting body shell made of galvanised sheet steel
- Carbon-fibre doors with window frame and plastic rear-view mirrors
- Carbon-fibre rear lid with adjustable rear wing
- Welded-in roll cage
- Air jack system
- Aerodynamically optimised front bumper and front spoiler cage

- Racing seat (driver side only) with fire-retardant upholstery
- Six-point seat belt, optimised for use with HANS System
- Removable steering wheel (with quick-release coupling)
- Electric fire extinguisher
- 100L FT3 Tank as homologated by Porsche is advised.
- Safety retainer for battery fixation

### **Porsche 991 GT3 Cup, MY 2013-2016**

- Lightweight bodywork with smart aluminium-steel composite construction.
- Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages.
- Front bonnet with two air intake ducts for cockpit ventilation and quick release fasteners.
- Removable roof section in compliance with the latest FIA safety regulations.
- Pre-equipped fixation points for centre safety net attachment.
- Pickup point for lifting device.
- Modified and widened 911 GT3 fenders.
- Modified rear wheel arches.
- Modified and widened 911 GT3 front-end with spoiler lip.
- Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations.
- Lightweight exterior:
  - Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors
  - Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners
  - Carbon-fibre-reinforced plastic adjustable rear wing (9 positions)
  - Polycarbonate door windows and rear side windows with ventilation openings
  - Polycarbonate rear window
  - Rear underfloor with NACA ducts for brake and driveshaft cooling

### **Modified 911 cockpit:**

- Magnesium sub-frame in light weight design
- Ergonomic driver-oriented centre console
- Switch mask with fluorescent lettering
- Steering wheel with quick release coupling, control panel and shift paddles
- Adjustable steering column with steering angle sensor
- Race bucket seat with longitudinal adjustment: Homologated to latest FIA requirements
- Individual padding system (delivery with size M)
- Shock absorbing roll cage safety cover for leg protection at drivers foot well
- Six-point racing safety harness
- 100 litre fuel cell (FT3 safety fuel cell) and "Fuel-Cut-Off" safety valve in accordance with FIA regulations
- Built-in air jack system (three jacks) with valve mountable on both sides of the car
- Water-based paint
- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

## 2.8.2 Overall vehicle dimensions and overhangs

### **Porsche Cayman GT4 Clubsport 981, MY 2016**

#### **Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

- The overall length of the vehicle is 4438 mm.
- Total width: 1810 mm
- Total height: 1266 mm
- Wheelbase: 2476 mm (+/- 15 mm). The measuring points are the centres of the wheel hubs.

### **Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

#### **Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

#### **Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intakesystem**

- The overall length of the vehicle is 4456 mm.
- Total width: 1817 mm
- Total height: 1238 mm
- Wheelbase: 2476 mm +/- 15 mm

### **Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

According to the GT4 Homologation of the vehicle.

### **Porsche 997 GT3 Cup, MY 2005-2007**

#### **Porsche 997 GT3 Cup, MY 2008-2009**

- The overall length of the vehicle is 4450 mm.
- Total width: 1815 mm
- Total height: 1280 mm
- Wheelbase: 2355 mm +/- 15 mm

### **Porsche 997 GT3 Cup, MY 2010-2013**

- The overall length of the vehicle is 4475 mm.
- Total width: 1880 mm
- Total height: 1280 mm
- Wheelbase: 2357 mm +/- 15 mm

### **Porsche 991 GT3 Cup, MY 2013-2016**

- The overall length of the vehicle is 4577 mm.
- Total width: 1978 mm
- Total height: 1248 mm
- The front overhang is 1046 mm, measured from the middle of the wheel of the front axle to the leading edge of the vehicle (first point in the direction of the longitudinal axis, incl. front lip).
- The rear overhang is 1,075 mm measured from the middle of the wheel of the rear axle to the rear edge of the vehicle (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

### 2.8.3 External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

#### When applicable:

The glass windows of the driver and passenger door, the rear side windows and the rear window must be covered with safety foil as described in the parts catalogue and the user manual.

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**

To protect the two engine air ducts and the engine compartment ventilation system from sucking debris, the protection meshes into the air intakes in the body sills left and right is recommended: Manthey Racing part number: MTH541561 & MTH541562

**Porsche 991 GT3 Cup, MY 2013-2016**

#### Mesh side radiator

The small cooling ducts of the side radiators need to be covered with a protection mesh as shown in the parts catalogue. Alternatively, fabricated mesh's as stated in Technical Information 13/2018 are allowed.

### 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 Side and rear windows

Only the genuine Porsche 911 GT3 Cup/ Cayman GT4 Clubsport side and rear windows in their -original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times.

### 2.8.6 Cockpit

#### Seat

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

**Porsche 997 GT3 Cup, MY 2010-2013**

Standard seat with FIA homologation in accordance with FIA Standard 8855-1999. The seat can be adjusted by removing or adding upholstery. The original mounting (seat rail and bracket) must be retained. An XL seat may optionally be used. Any alteration must be permitted by the technical scrutineers.

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**

**Porsche 991 GT3 Cup, MY 2013-2016**

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 8. 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 8) is permitted, as long as the original padding is not modified or removed.

The areas shown in yellow colour on the illustration of Attachment 8 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 inserts, according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

The 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.

### **Ventilation in the passenger compartment**

#### **When applicable:**

Only the factory-fitted ventilation pipe (NACA-intake on the front opening hood) is permissible for cockpit ventilation. The ventilation of the windscreen must not be affected. For additional ventilation of the passenger compartment only the existing original ventilation openings in the rear back windows are permissible.

The dimension of the NACA-intake port on the driver's side is allowed to be changed by taping.

### **Safety nets**

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

Safety nets are mandatory for driver side of car and strongly recommended for passenger side of car.

### **2.8.7 Additional roof hatch accessories**

#### **When applicable:**

The car has an opening in the roof in order to make using the KED System easier should it become necessary to rescue the driver.

The roof hatch is located directly above the driver and with the dimension of the opening 565 x 475 mm.

The roof hatch is connected to the roof via 7 livelocks which must be accessible at all times (no foiling or painting of live locks).

### 2.8.8 Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (with no driver in the vehicle and slick tyres in compliance with Art. 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 of the race event.

#### The Clubsport Classification:

Porsche Cayman GT4 Clubsport 981, MY 2016

- Front: 85,0mm
- Rear: 95,0mm

Porsche Cayman GT4 Clubsport 981 MR, MY 2016

- Front: 85,0mm
- Rear: 95,0mm

Porsche Cayman GT4 Clubsport 982, MY 2019-2020

- Front: 85,0mm
- Rear: 95,0mm

Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

- Front: 85,0mm
- Rear: 95,0mm

Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system

- Front: 90,0mm
- Rear: 95,0mm

Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009

- Front: 85,0mm
- Rear: 125,0mm

#### The Cup Classification:

Porsche 997 GT3 Cup, MY 2005-2009

- Front: 68,0mm
- Rear: 115,0mm

Porsche 997 GT3 Cup, MY 2010-2013

- Front: 68,0mm
- Rear: 112,0mm

Porsche 991 GT3 Cup, MY 2013-2016

- Front: 78,0mm
- Rear: 110,0mm

For measuring points, see Attachment 7.

The ground clearance is allowed to be changed within the existing adjustment range.

### **2.8.9 Measurement method**

The minimum ground clearance of the ready-to-drive vehicle 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 vehicle including the driver onboard, standing on the measuring plate.

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 start number 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 ground clearance.

### **2.8.10 Measurement location**

The measurement is conducted on the measurement 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.

### **2.8.11 Failure to reach minimum height**

Failure to reach the minimum height during the qualifying session will be penalised with the cancellation of the times achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid. Failure to reach the minimum height in the race will result in exclusion from the points classification for the race.

## **2.9 Aerodynamic devices**

The original position of the wing section may be changed within the specified scope for adjustment.

One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the headlights, the taillights, the front wheel covers at a 90° angle in relation to the particular gaps that are taped over.

Furthermore, entrants are allowed to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork.

Apart from the above, 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 vehicle non-compliant with the Technical Regulations and may be subject to penalties from the Race Director.

### **Porsche 991 GT3 Cup, MY 2013-2016**

Masking the central cooler in horizontal line to regulate the water temperature of the engine is allowed. Masking of the side radiators for additional control of the coolant temperature is only permitted if the centre radiator has already been completely masked. The masking shall be in black, starting from the top to the bottom.

## 2.10 Electrical equipment

### General description

In agreement with the technical delegate, the Series Organiser may install an official data logger and/or a camera in the car at any time. This data logger and/or the camera may be downloaded by the technical delegate or the Series Organiser after each practice, qualifying or race. The participant must ensure that the data logger and/or the camera functions perfectly. If the logger and/or the camera itself or part of the system (sensors, cables, etc.) should be damaged, or if there are doubts concerning their function, this must be reported to the technical delegate immediately in writing.

### Porsche Cayman GT4 Clubsport 981, MY 2016

#### Porsche Cayman GT4 Clubsport 981 MR, MY 2016

- Extended fault diagnose via PIWIS-Motorsport tester
- Battery 12 V / 70 Ah battery in the passenger compartment
- Emergency switch in cockpit and exterior emergency switch at lower left of windscreen frame
- Porsche Track Precision race app with gateway
- Electronic dynamic stability system PSM (Porsche Stability Management) with ABS, traction control and electronic stability control to switch-off separately
- Tire pressure monitoring system (TPMS)
- Fire extinguishing system (extinguishing agent; gas) complying latest FIA requirements
- Air conditioning
- Electronic outside-mirror adjustment

### Porsche Cayman GT4 Clubsport 982, MY 2019-2020

#### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

#### Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intakesystem

- COSWORTH color display ICD with integrated data logger
- Extended fault diagnose via PIWIS-Motorsport tester
- Porsche Track Precision race app with gateway
- Integrated lap trigger via GPS signal
- Electronic throttle
- Lightweight (LiFePo-) battery, 60 Ah, leakproof positioned in passenger footwell
- Emergency switch in cockpit and exterior emergency switch at lower left of windscreen frame
- Lightning system:
- Bi-Xenon headlamps
- LED-rear lighting system
- FIA rain light system
- Electronic dynamic stability system PSM (Porsche Stability Management) with ABS, traction control and electronic stability control to switch-off separately
- Tire pressure monitoring system (TPMS)
- Fire extinguishing system (extinguishing agent; gas) complying latest FIA requirements
- Air conditioning
- Electronic outside-mirror adjustment
- Motorsport multifunctional carbon fiber steering wheel with Pit-speed and quick decoupling
- Motorsport center console with map switch for adjustment of ABS,ESC, TC and change between preadjusted tire circumferences

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

**Porsche 997 GT3 Cup, MY 2010-2013**

- Motec display with integrated data recording
- Battery: 12 volts, 50 Ah part number 999.611.053.20, mandatory cover for battery positive pole
- 90 Ah generators

**Porsche 991 GT3 Cup, MY 2013-2016**

- COSWORTH colour display ICD with integrated fault diagnosis
- COSWORTH electrical system control unit IPS32
- Electronic throttle system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 70 Ah (AGM), leak-proof, placed in the co-driver foot well
- Alternator 175 A
- Fan in light weight design
- Wiper with direct drive (intermittent and high-speed function)
- Bi-xenon-headlight
- LED daytime running light
- LED rear lighting system and rain light in compliance with the latest FIA Homologation Regulation
- Two additional switches in the centre console for additional power consumers
- CAN connection (data logger, video system)
- Optionally, the usage of the following electrical equipment is permitted:
  - oil level indicator (1x 9916411399A, bracket 1x 9916414738A)
  - charging cable (1x 9916125057A, bracket 1x 9916117317A, plug 1x 9914508418A)
  - cockpit illumination (1x 9916415778A)
  - starting number illumination (1x 9916127777A, with only the loom being permitted to stay in the car.)

From the "pre-start" 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 vehicles. For the same period, no external connection (also wireless) may be made between the car and any external equipment other than the cars 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 vehicle being disqualified from qualifying or racing.

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 originally fitted to respective vehicle is allowed to be used.

The running of the car using the service position of the fuel pumps is prohibited, unless there is a technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.

Additionally, to the original fuel system, every **Porsche 991 GT3 Cup, MY 2013-2016**, may be equipped with the after-sales defueling appliance consisting of the following parts:

- breakaway coupling: 2x 9971101918C
- sealing washer: 2x 9912018839A
- support washer: 2x WHT004800
- adapter piece: 1x 9F0201156
- drain hose: 1x 9F0201627
- clamp: 1x 90017101401

## 2.12 Lubrication system

### Engine

Mobil 1 0W-40 engine oil is compulsory (as per technical manual/ technical service information).  
All additives are prohibited.

### Transmission

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**

As per technical manual/technical service information  
All additives are prohibited.

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

**Porsche 997 GT3 Cup, MY 2010-2013**

Mobilube 1 SHC 75W-90 transmission oil is compulsory. All additives are prohibited.  
There has to be a minimum of 3.3 litres of transmission oil in the gearbox at all times during the event.

**Porsche 991 GT3 Cup, MY 2013-2016**

Mobilube 1 SHC 75W-90 transmission oil is compulsory. All additives are prohibited.  
There has to be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

## 2.13 Data transfer

The use of radio-based information transmission in the vehicle (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.

### **2.13.1 Radio system**

The use of the radio system is allowed according to the Tävlingsreglemente SBF Mästerskapsracing 2021 paragraph 3.3. The use of any other radio-based information transmission (e.g., telemetry) is forbidden.

Correct installation of the vehicle radio must be approved by the Technical Scrutineers, the only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality.

### **2.13.2 Data recording**

Use of the factory-fitted data recording system manufactured by COSWORTH/MOTEC is compulsory. The COSWORTH/MOTEC system is assigned to the vehicle chassis number and must not be exchanged. Only the setups approved by Porsche may be used for the duration of the event.

All recorded data relating to the free practice, qualifying or race must be made available to the Technical Scrutineers or the Series Organiser.

Any additional electrical connection to the vehicle wiring harness is not allowed. Installations set up by the Series Organiser are exceptions to this rule.

### **2.13.3 Accident Data Recorder (ADR):**

N/A

### **2.13.4 Timing transponder**

A permanent MyLaps timing transponder mounted in the front wheel arch according to Attachment 9 is compulsory.

### **2.13.5 Video logging system:**

N/A

### **2.13.6 Other radio-based or electronic devices**

The use of any other electronic devices in the vehicle (e.g., telemetry, mobile phones) is prohibited.

## **2.14 Miscellaneous**

### **2.14.1 Seals**

If seals and marks are applied to the vehicle by the Technical Scrutineers or Porsche, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the vehicle can be excluded from the event.

If one of the seals on the engine electronic control unit is 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. Before the unit is resealed, the chronology of the work carried out must be submitted to the Technical Scrutineers. 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 no later than one hour after the closure of the "Parc Fermé".

### **2.14.2 Cameras**

Only in-board or on-board cameras which have been approved by the Series Organiser for legal sporting matters and TV purposes are permitted to be used. All participants are obliged to fit and use the TV cameras assigned by the Series Organiser in the respective car at the defined place according to the Porsche Sweden standards. Installation shall take place in the team's working awning by trained personnel of the Series Organiser staff.

The memory cards can only be removed from the cameras by the personnel nominated by the Series Organiser. The Series Organiser shall have full and unrestricted access to all cameras fitted in any car during an event.

Any breach of this regulation, or any other unauthorised interference with the camera system can result in the competitor and driver being disqualified from the competition.

The image rights and copyright belong exclusively to Porsche Sweden.

### **2.14.3 Notes**

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 rules (in consultation with the SBF).

## Part 3: Attachments / Drawings

### Attachment 1 – Badge Regulations 2021\*

In due time prior to the first event, all competitors entered for the 2021 Series will receive an adequate number of the obligatory badges for their drivers' racing overalls. All obligatory badges must be sewn onto the drivers' overalls in accordance with the specifications.

Please note that for the embroidery and affixing of badges to drivers' racing overalls homologated in accordance with FIA Standard 8856-2000 the following applies:

Embroidery sewn directly onto the drivers overall shall be stitched onto the outermost layer only. Use of the flame-retardant material (NOMEX) in conformity with ISO 15025 is recommended.

The backing used for affixing the badge to the overalls shall be made of flame-retardant material (NOMEX) in conformity with the ISO 15025. Embroidery thread used to affix badges shall be flame-retardant (NOMEX) in conformity with ISO 15025. It is also advisable that embroidery thread used for badges shall be flame-retardant (NOMEX) in conformity with ISO 15025. When affixing badges and signs to overalls, heat-bonding shall not be used. Any embroidery or affixing of badges not complying with these conditions will result in the cancellation of the homologation of the overalls concerned.

Please use the following positions for the affixing of obligatory badges:



- A) Porsche Sprint Challenge Scandinavia logo (width 130 mm)
- B) Mobil 1 logo (width 130 mm)
- C) Michelin logo (width 130 mm)
- D) Reservation Porsche (width 130 mm)

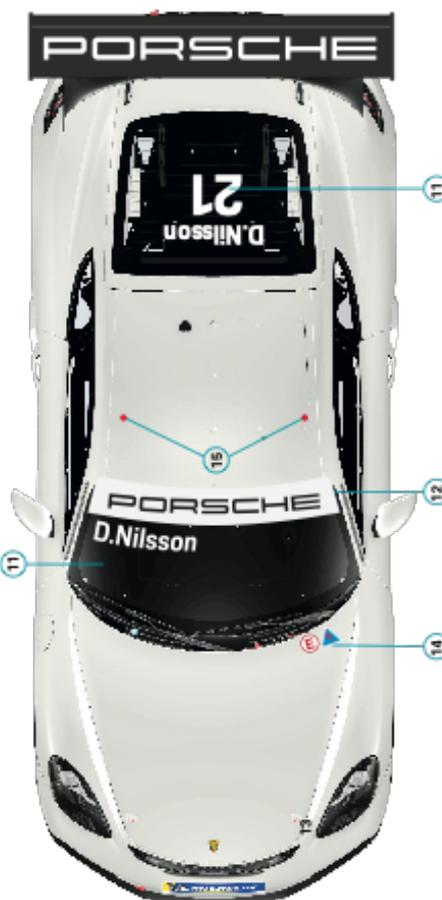
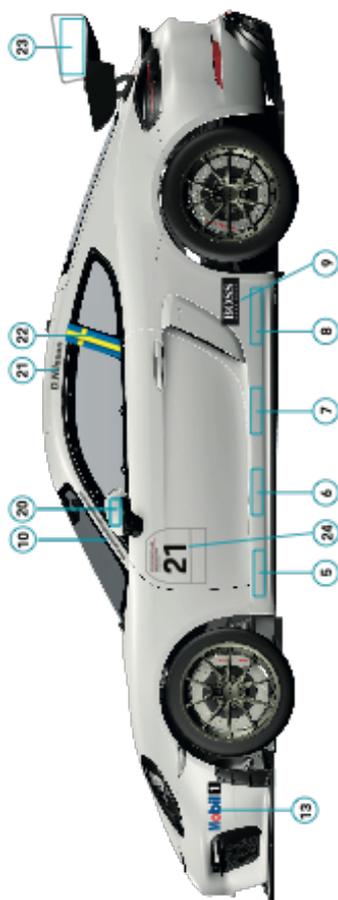
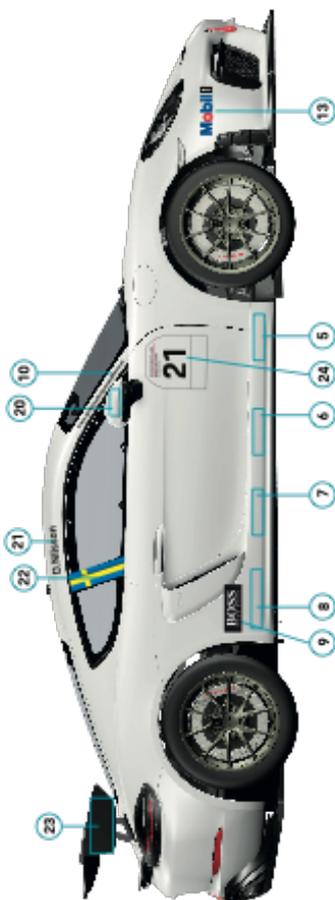
\* Subject to amendments.

## Attachment 2 – Sticker Regulations 2021\*

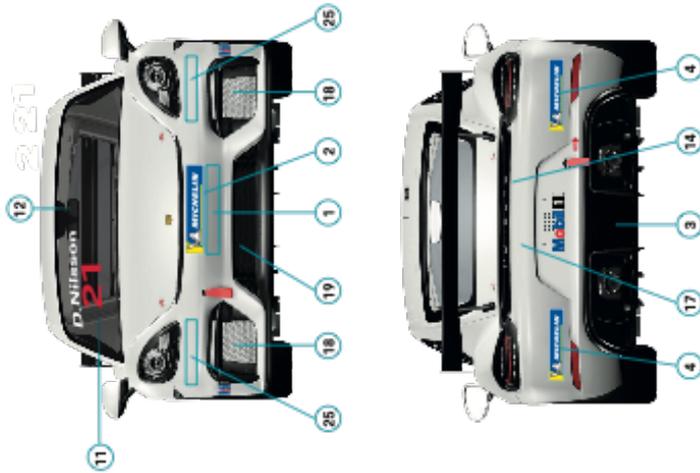
### Clubsport Classification



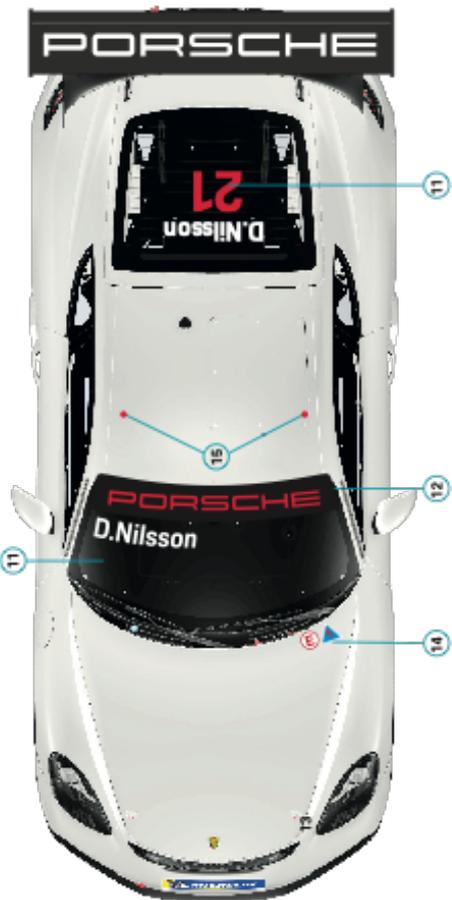
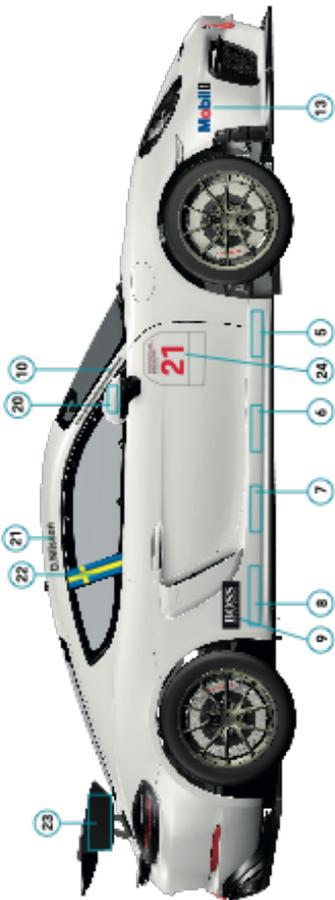
**PORSCHE**  
**SPRINT CHALLENGE**  
**SCANDINAVIA**



**Attachment 2 – Sticker Regulations 2021\***  
**Cup Classification**



**PORSCHE**  
**SPRINT CHALLENGE**  
**SCANDINAVIA**



Number	Quantity	Size (mm)	Colour	Logo/Symbol	Positioning
1	1	527 x 97	Black or White	Reservation PSCS	Front bumper
2	1	557 x 120	Original Colours	MICHELIN	Front bumper
3	1	280 x 66	Original Colours	MOBIL1	Rear bumper, affixed on delivered plate
4	2	280 x 56	Original Colours	MICHELIN	Rear bumper
5	2		Black or White	Reservation PSCS	Door area, left and right
6	2		Black or White	Reservation PSCS	Door area, left and right
7	2		Black or White	Reservation PSCS	Door area, left and right
8	2		Black or White	Reservation PSCS	Door area, left and right
9	2	210 x 77	Black or White	HUGO BOSS	Side area left and right
10	2	35 height	Black or White	www.sprintchallenge.se	A-pillar, left and right
11	2	200 height	White or Red	Driver Name + Competition number	Windscreen top right Rear window top centre
12	1	1244,5 x 133,7	White or Black	PORSCHE	Windscreen
13	2	280 x 66	Original Colours	MOBIL1	Front bumper left and right
14	1	207 x 107		Flash for current interrupter+ Letter 'E' for extinguisher	Front bonnet left
15	2		Red with white outline	Mounting of integral two-mount rescue device	Roof
16	1	526 x 29	Black or White	PORSCHE	Rear lid
17	1	207 x 107	Black or White	GT4 Clubsport or GT3 Cup	Rear lid
18	2		Black	Masking only permitted when central radiator has already been completely masked, please refer to the technical manual.	Side radiator mesh, left and right
19	1		Background: Black Logo: White	Isolated team logo permitted. No further branding	Centre radiator mesh
20	2		Black or White	Reservation PSCS	Rear-view mirror, left- and right
21	2		Black or White	Reservation PSCS	Roof side, driver name, left- and right
22	2		National Flag	Reservation PSCS	B-pillar, driver national flag, left- and right
23	2		Original Colours	Reservation PSCS	Wing side, left- and right
24	2	360 x 308	White with black frame	Starting number plate, incl. Porsche logo, PSCS identification + Partner logo	Left- and right door
24	2		Black or Red	Starting number	Left- and right door, starting number plate
25	2	255 x 50	Original Colours	Reservation PSCS	Areas above daytime running light unit

1. The sticker positions 1–25 is strictly reserved for PSCS.
2. The obligatory stickers are to be obtained only from PSCS.
3. The minimum space between stickers must be at least 30 mm.
4. All advertising surfaces in direct visibility of the on-board cameras in the interior and exterior areas of the vehicle are reserved for PSCS and cannot be used by the teams.

**Exclusivity rule**

Team sponsors who are competitors of the official Series partners of Porsche Sweden are generally not permitted. It is therefore prohibited to communicate advertising on the vehicle for companies and products that are in competition to Porsche Sweden or its Series and cooperation partners. With regards to the exclusivity of the partners of Porsche Sweden the following rules apply (the exclusivity rule refers either to the industry sector or to the product range of the company):

1. Mobil 1 is the exclusive partner for the product area 'Lubricant'. The teams are therefore prohibited from communicating advertising for companies and products that are in competition with Mobil 1 lubricants.
2. In general, there is no exception for partners of exclusivity category 1. Partners of exclusivity can be granted an exception upon written request for one product category and one exception per team. The classification in exclusivity 1 and 2 will be defined individually per partner and is published in a separate list.

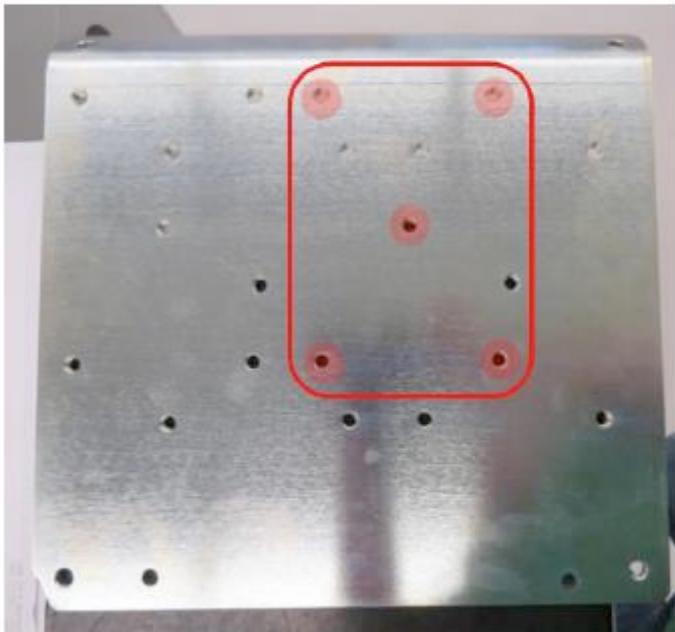
This is not valid for the ongoing season if the Series or cooperation partner cannot be communicated by the first event. The date of the contract signing is pivotal.

The current status can be requested from the Series organizers where necessary. For questions or additional information, please contact Porsche Sweden directly.

*\* We reserve the right to make changes.*

### **Attachment 3 – Ballast weights**

#### ***Ballast Position (Approved and Conforming ballast position)***



### **Attachment 4 – Differential lock ramp breakover angle**

**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**

As per technical manual/ technical service information

### Attachment 4 – Differential lock ramp breakover angle

Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009

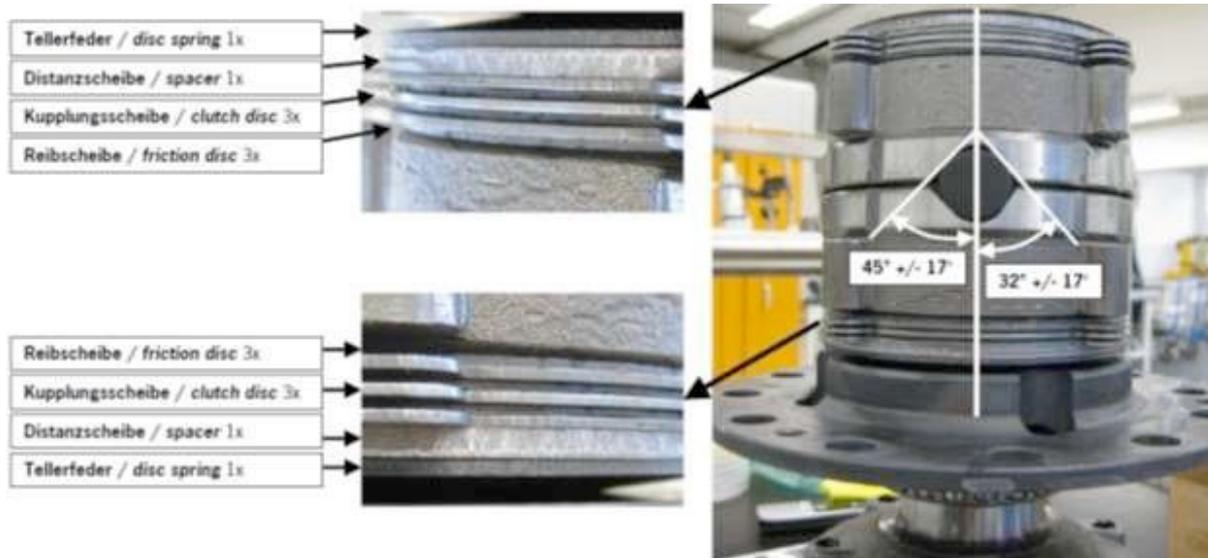
Porsche 997 GT3 Cup, MY 2005-2007

Porsche 997 GT3 Cup, MY 2008-2009



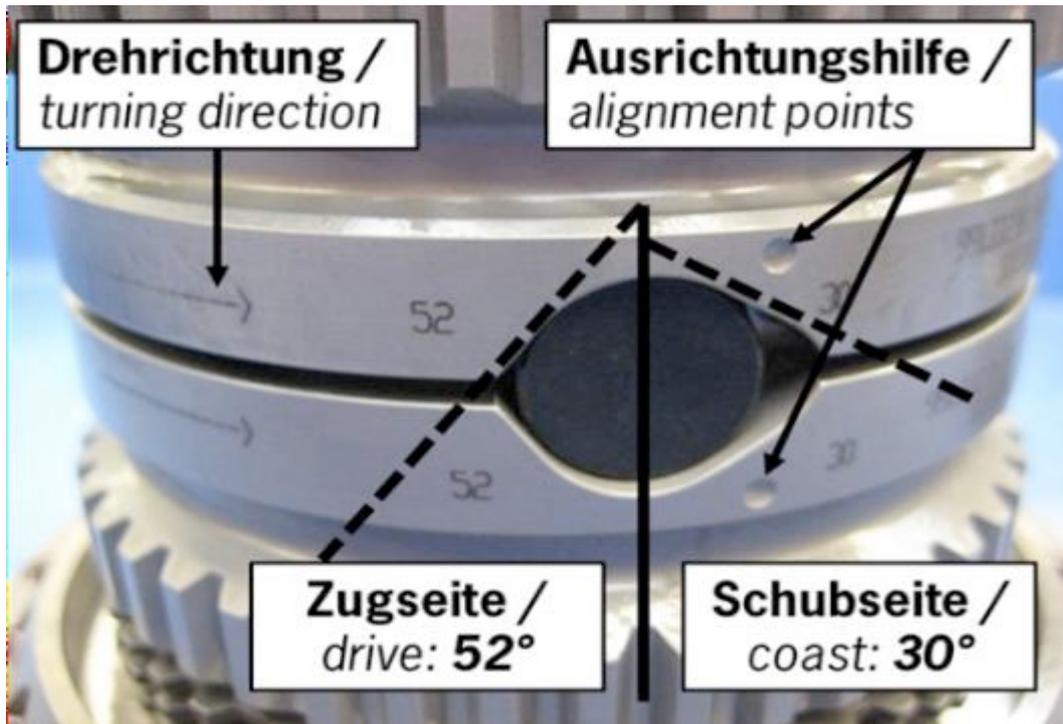
### Attachment 4 – Differential lock ramp breakover angle

Porsche 997 GT3 Cup, MY 2010-2013



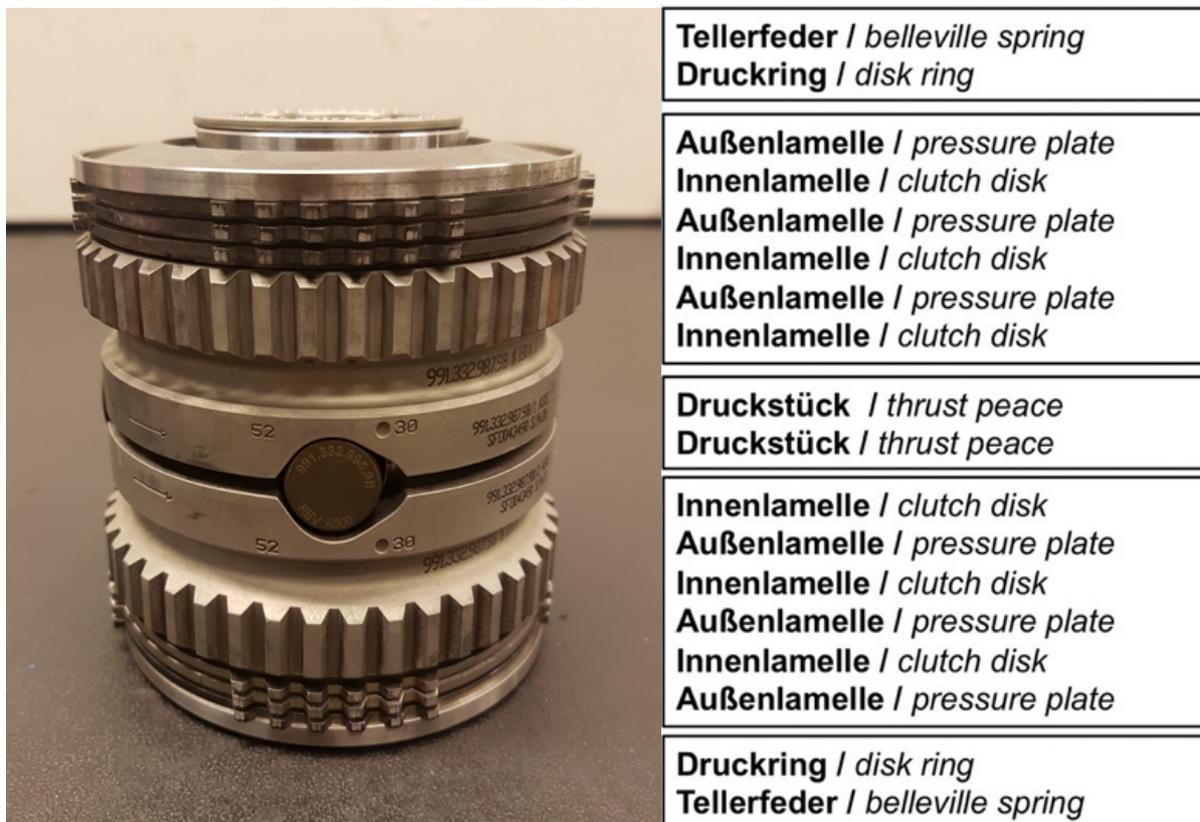
**Attachment 4 – Differential lock ramp breakover angle**

Porsche 991 GT3 Cup, MY 2013-2016



**Attachment 5 – Differential design**

Porsche 991 GT3 Cup, MY 2013-2016



### Attachment 6 – Control arms

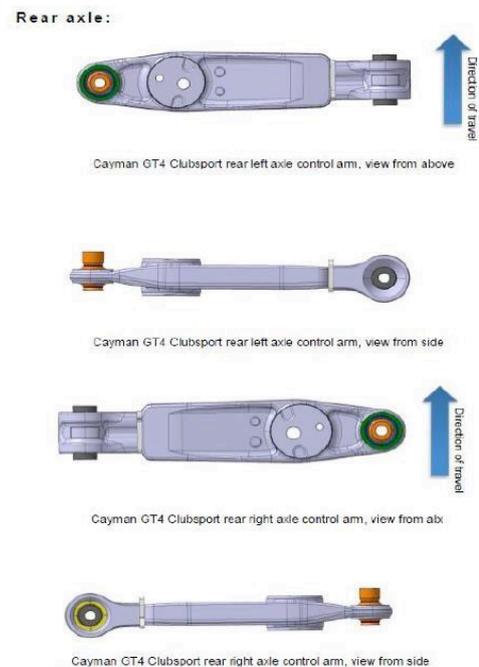
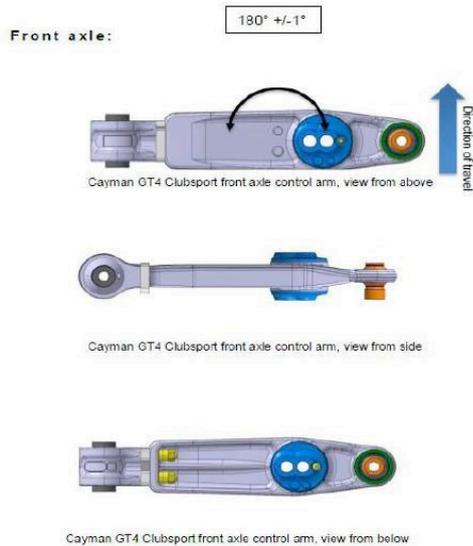
**Porsche Cayman GT4 Clubsport 981, MY 2016**

**Porsche Cayman GT4 Clubsport 981 MR, MY 2016**

**Porsche Cayman GT4 Clubsport 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020**

**Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system**



### Attachment 6 – Control arms

**Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009**

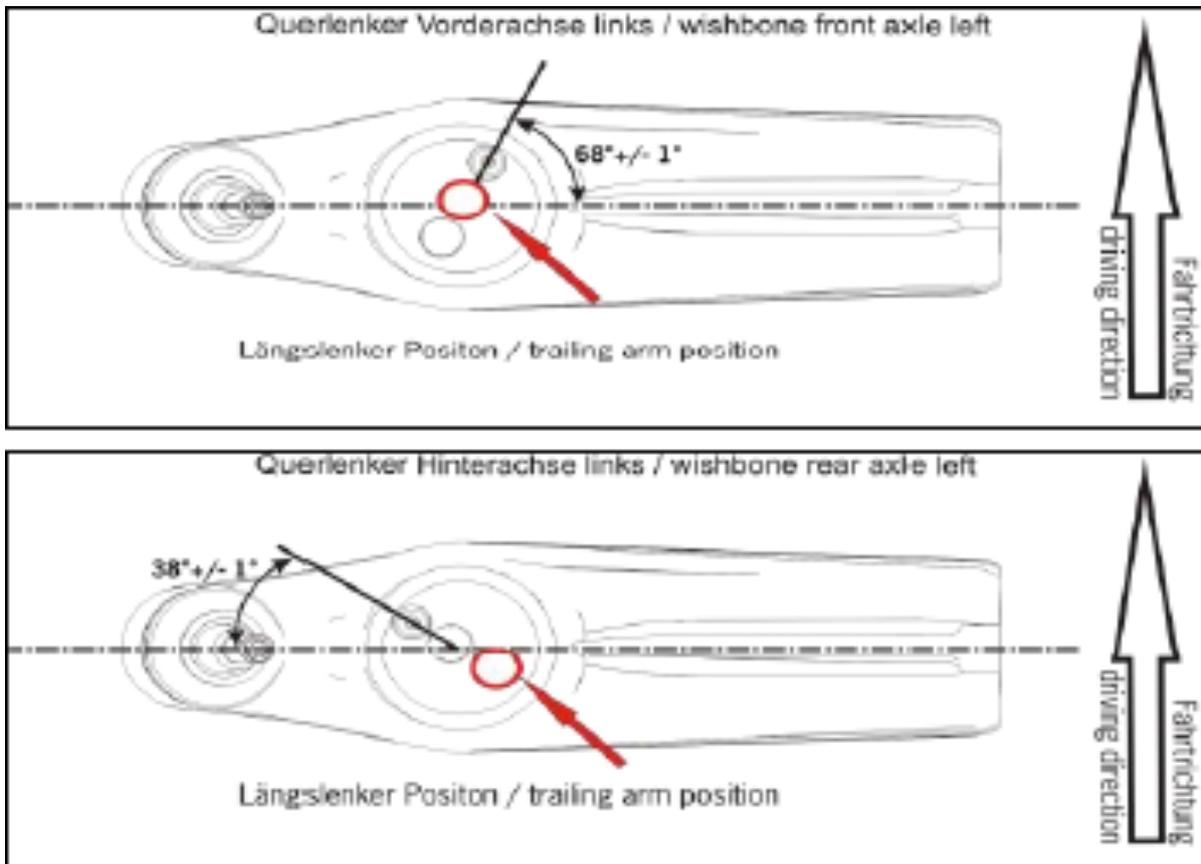
**Porsche 997 GT3 Cup, MY 2005-2007**

**Porsche 997 GT3 Cup, MY 2008-2009**

The semi-trailing arms in the front control arms must be left in the position in which they are delivered (shortest wheelbase). (Mid-position is not permitted.) The wheel-side bearing points of the rear control arms must be left in the mid-position as delivered and must not be rotated.

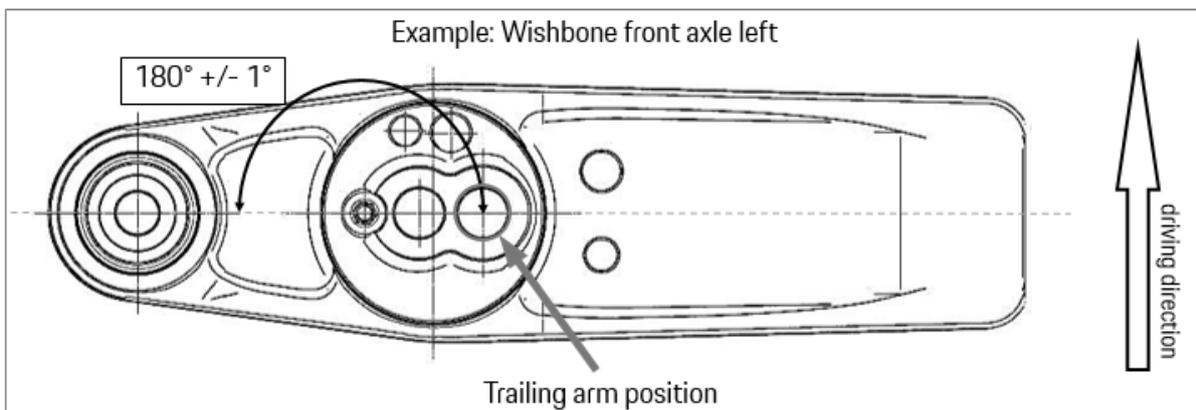
### Attachment 6 – Control arms

Porsche 997 GT3 Cup, MY 2010-2013



### Attachment 6 – Control arms

Porsche 991 GT3 Cup, MY 2013-2016



**Attachment 7 – Minimum ground clearance, rear and front axle**

Porsche Cayman GT4 Clubsport 981, MY 2016

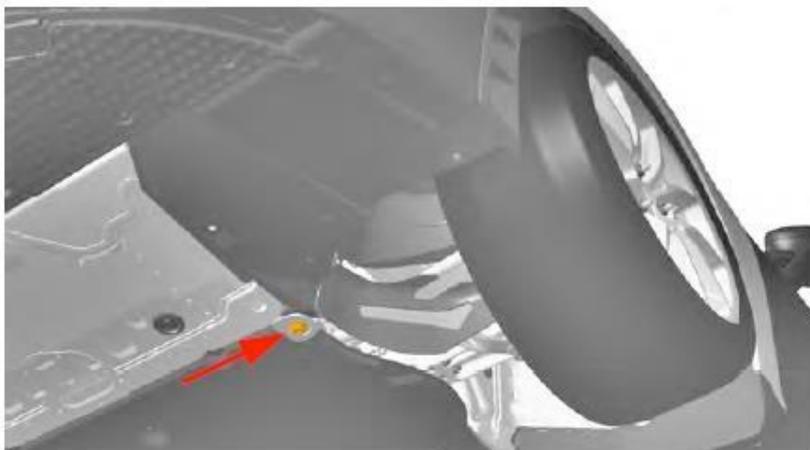
Porsche Cayman GT4 Clubsport 981 MR, MY 2016

Porsche Cayman GT4 Clubsport 982, MY 2019-2020

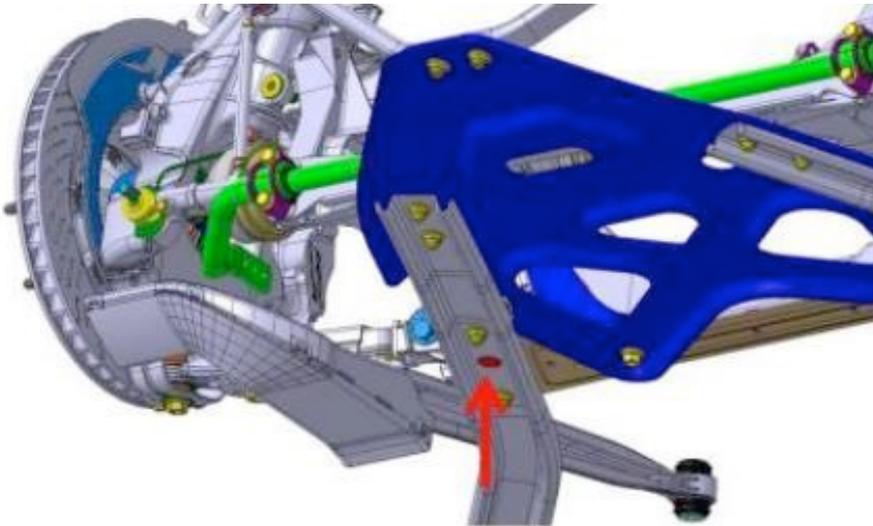
Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system

Front axle:



**Rear axle:**



**Attachment 7 – Minimum ground clearance, rear and front axle**

Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009

Porsche 997 GT3 Cup, MY 2005-2007

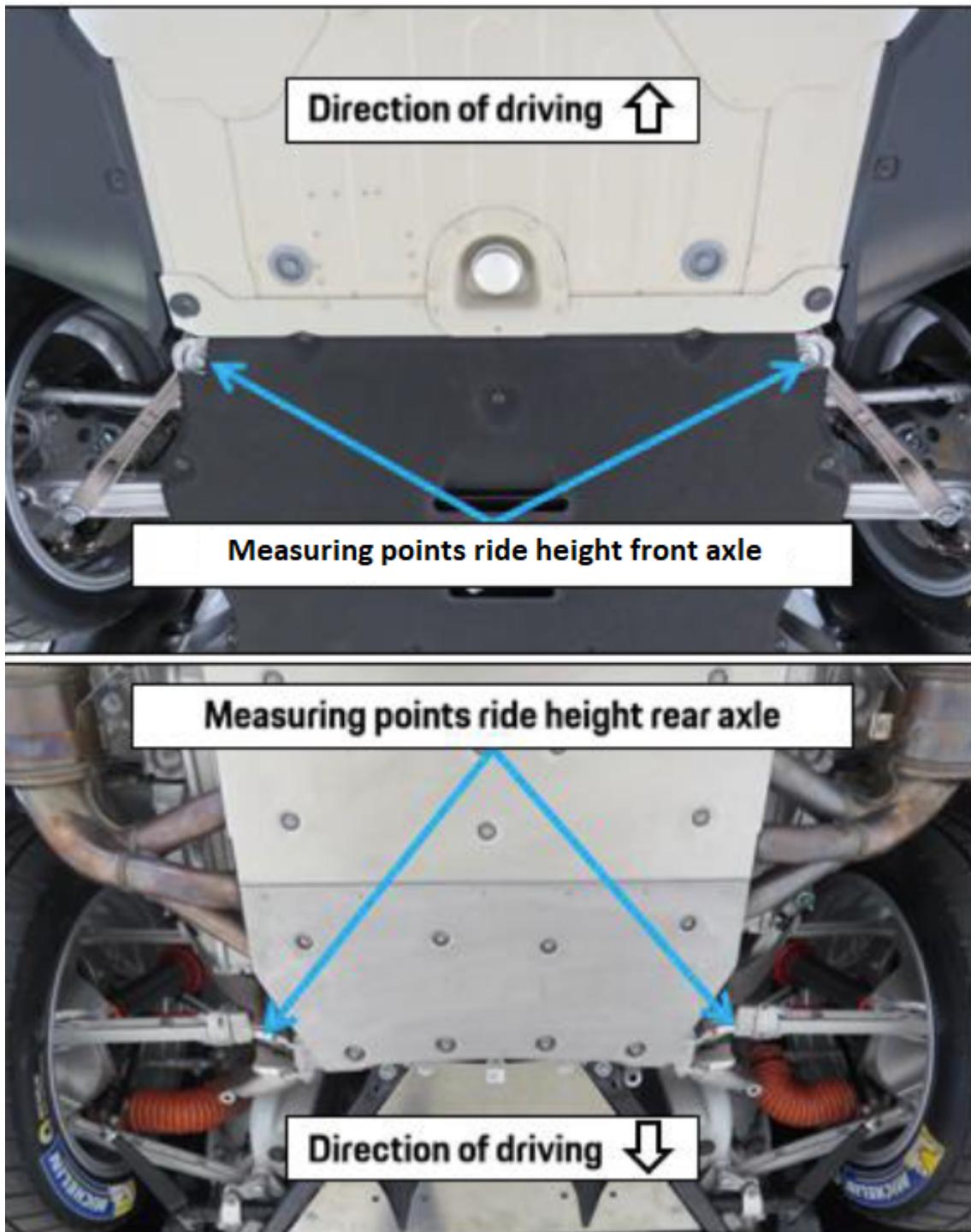
Porsche 997 GT3 Cup, MY 2008-2009

Porsche 997 GT3 Cup, MY 2010-2013



**Attachment 7 – Minimum ground clearance, rear and front axle**

Porsche 991 GT3 Cup, MY 2013-2016

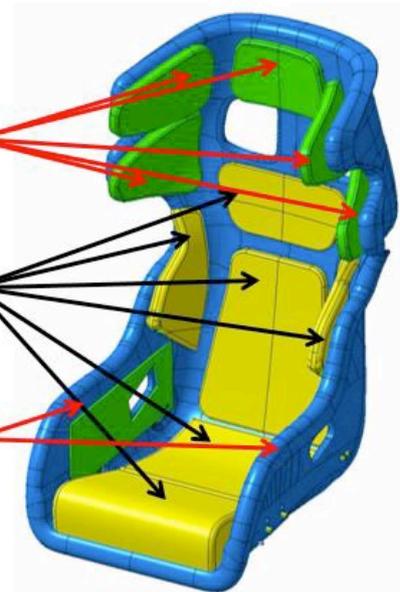


**Attachment 8 – Seat padding**

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



## Attachment 9 – Timing Transponder Position

Porsche Cayman GT4 Clubsport 981, MY 2016

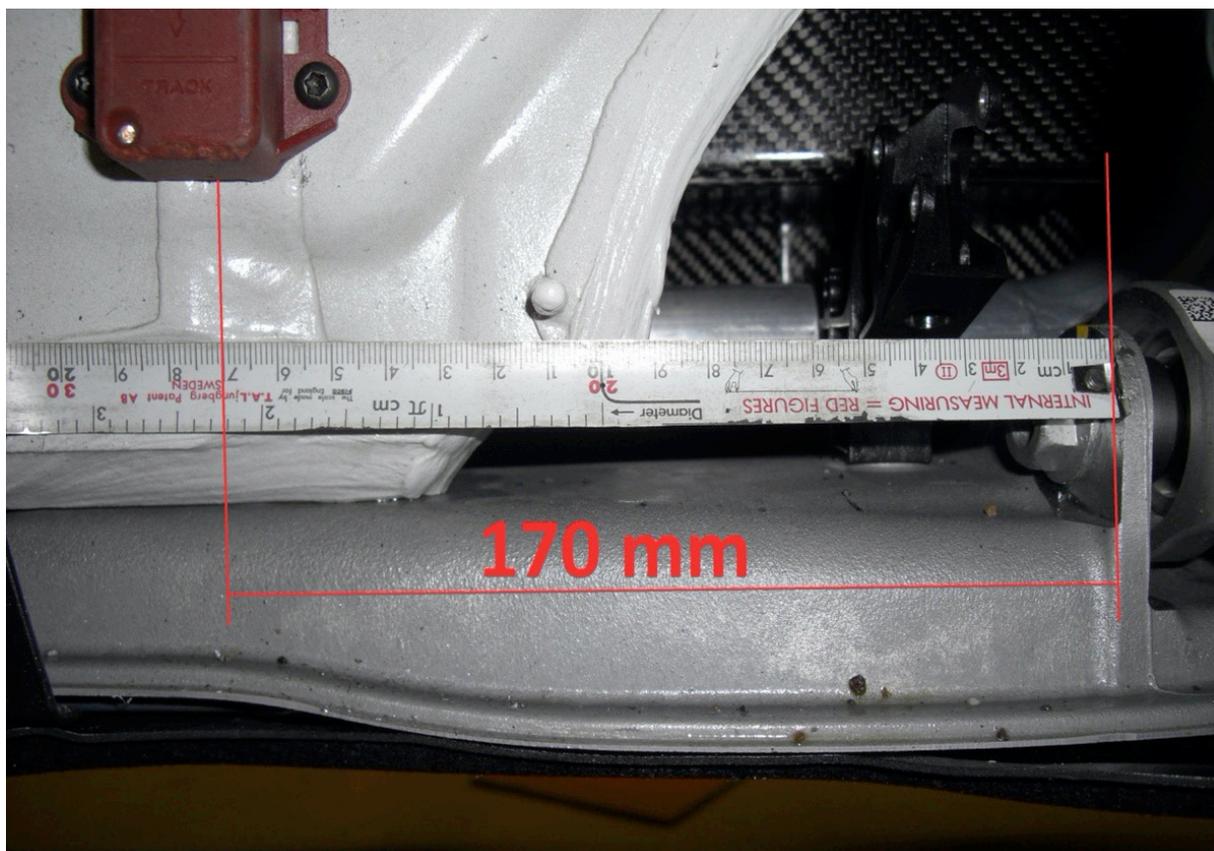
Porsche Cayman GT4 Clubsport 981 MR, MY 2016

Porsche Cayman GT4 Clubsport 982, MY 2019-2020

Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020

Porsche Cayman GT4 Clubsport MR 982, MY 2019-2020 including homologated intake system

Porsche 991 GT3 Cup, MY 2013-2016



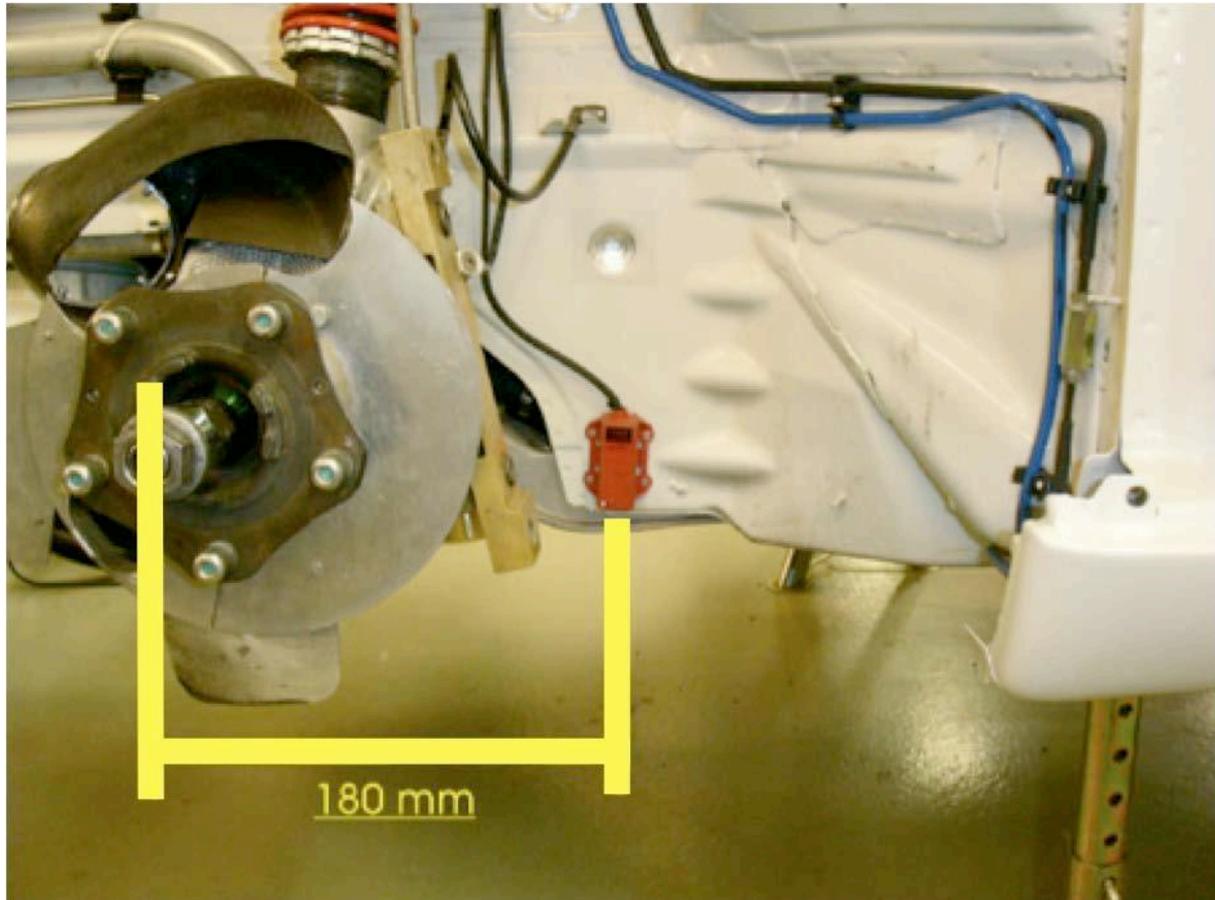
### Attachment 9 – Timing Transponder Position

Porsche 997 GT3 Cup GT4 Homologated, MY 2005-2009

Porsche 997 GT3 Cup, MY 2005-2007

Porsche 997 GT3 Cup, MY 2008-2009

Porsche 997 GT3 Cup, MY 2010-2013



### Attachment 10 – Identification of original Porsche windscreens

All original Porsche windscreens can be identified by the Porsche logo (visible in the red square in the picture below) independently of their part number.



**Attachment 11 – Tyre Table**

	<b>Rule 1</b>	<b>Rule 2</b>
<b>Race event</b>	Opening event (first race event of a permanent starter, a permanent starter with a late entry or first race event of a guest entrant).	Every additional race event (from the second entry of a guest or late entrant).
<b>Slick tyres</b>	<p><b>Max. amount:</b> 2 sets</p> <p><b>Tyre marking:</b> max. 2 sets (new) before practice sessions.</p> <p>These 2 sets can be used in the practice sessions, in the qualifying session and races.</p> <p>Used slick tyres must not be used.</p>	<p><b>Max. amount:</b> 2 set</p> <p><b>Tyre marking:</b> max. 1 set (used) previously marked.</p> <p>This set be used in the practice sessions, qualifying session and races.</p> <p>max. 1 set (new) before qualifying session.</p> <p>This 1 set can only be used in the qualifying session and races.</p> <p>For the practice sessions, only previously marked tyres which are allocated to a start number and which were used in a previous race event of the Porsche Sprint Challenge Scandinavia 2021 can be used.</p>
<b>Rain tyres</b>	<p><b>Max. amount:</b> 1 set</p> <p><b>Tyre marking:</b> max. 1 set before qualifying session</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>	<p><b>Max. amount:</b> 1 set</p> <p><b>Tyre marking:</b> max. 1 sets before qualifying session</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>
<b>Joker tyres</b>	<p>1 additional set slick tyres is allowed to be used during the 2021 season for qualifying sessions and races.</p> <p>This 1 set slick tyres can only be used as previously marked tires in the practice sessions during the season.</p> <p>1 additional set rain tyres is allowed to be used during the 2021 season for qualifying sessions and races.</p>	<p>1 additional set slick tyres is allowed to be used during the 2021 season for qualifying sessions and races.</p> <p>This 1 set slick tyres can only be used as previously marked tires in the practice sessions during the season.</p> <p>1 additional set rain tyres is allowed to be used during the 2021 season for qualifying sessions and races.</p>

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**PORSCHE**

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**SPRINT CHALLENGE  
SCANDINAVIA**

Edition 01 / 2021