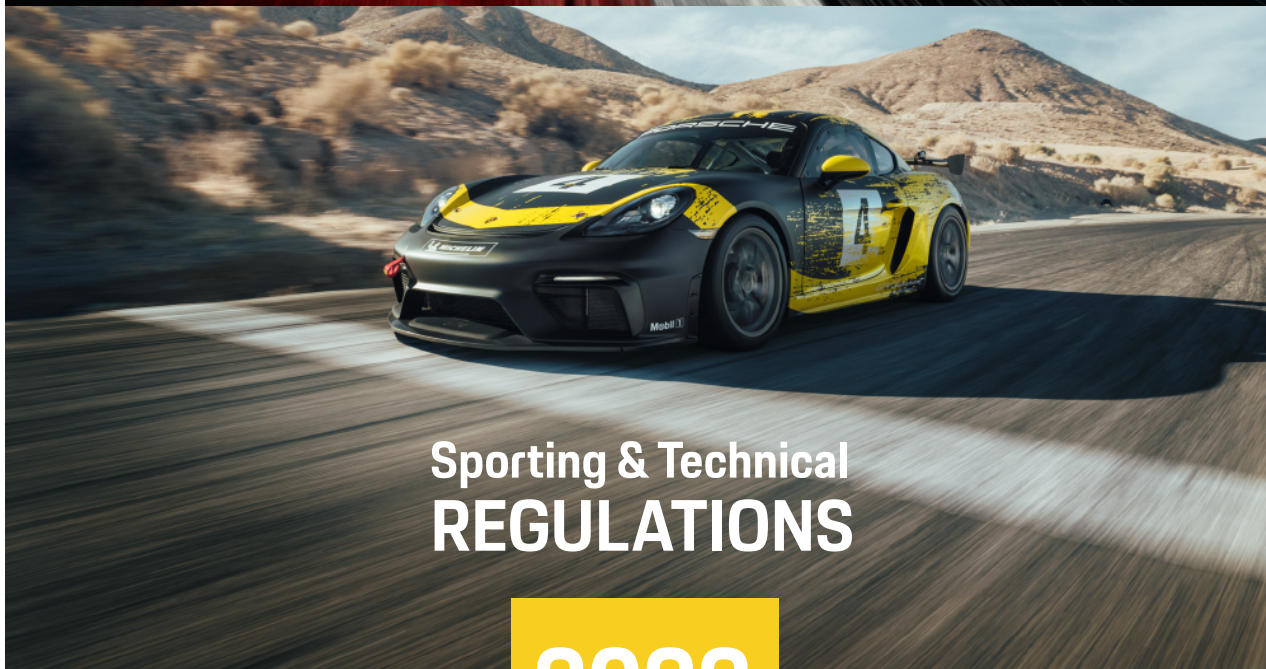


# PORSCHE

---

**SPRINT CHALLENGE**  
SCANDINAVIA



Sporting & Technical  
**REGULATIONS**

**2023**



**General Regulations for Series run on Circuits / Automobile Sport**  
**(as on 28.02.2023)**

**Name of the Series:** Porsche Sprint Challenge Scandinavia  
**SBF Visa Number:** RA-protocol 01/2023  
**Status of the Series:** National

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Porsche Sprint Challenge Scandinavia for 2023.

**Organisation:** Porsche Sverige  
Volkswagen Group Sverige AB  
151 88 Södertälje  
Sweden

**Contact:** Thomas Johansson, Sporting Director  
Mobile: +46 (0)70 881 63 05

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

# Contents:

## Part 1: Sporting Regulations

### 1. Introduction

### 2. Organisation

- 2.1 Series Organiser
- 2.2 Name of the parent ASN
- 2.3 ASN visa/Registration number
- 2.4 Organising Committee and Sporting Committee
- 2.5 List of Permanent Officials

### 3. Regulations and legal basis of the Series

- 3.1 Official language
- 3.2 Responsibility, changes to the rules of participation and cancellation of an event
- 3.3 Porsche Sprint Challenge Scandinavia Code of Good conduct

### 4. Entries and Series Classification

- 4.1 Applications/entries, closing dates and acceptance information
- 4.2 Driver Classifications of the Series
- 4.3 General Entry Terms & Obligations
- 4.4 Entry fees
- 4.5 Competition numbers

### 5. Licenses

- 5.1 Licence requirements
- 5.2 Conditions for Competitors outside their national territory

### 6. Insurance, liability exclusion and disclaimer

- 6.1 Organiser's/promoter's insurance
- 6.2 Declaration by the Competitor and Driver on the exclusion of liability, disclaimer of the car owner

### 7. Events

- 7.1 Calendar of events
- 7.2 Maximum number of cars authorised

## **8. Points for Classification**

- 8.1 Awarding of points
- 8.2 Table of points
- 8.3 Equality of points
- 8.4 Publication of points

## **9. Title, prize money and trophies**

- 9.1 Title overall winner
- 9.2 Prize money and trophies

## **10. Private practice and testing**

## **11. Administrative Checks & Meetings**

- 11.1 Timetable for administrative checks
- 11.2 Drivers' and Team Managers' briefing
- 11.3 Team Managers' meeting
- 11.4 Official meetings / Press conferences / Representation meetings

## **12. Scrutineering/technical checks**

- 12.1 Initial Scrutineering
- 12.2 Subsequent Scrutineering

## **13. Running of the competitions**

- 13.1 Pre-Start
- 13.2 Practice
- 13.3 Qualification
- 13.4 Starting Grid
- 13.5 Starting modes
- 13.6 Races
- 13.7 Start procedure
- 13.8 Aborting or suspending a race
- 13.9 Change of weather conditions
- 13.10 False Starts
- 13.11 Safety Car
- 13.12 Finish



## **14. Protests and appeals**

## **15. Choice of Law, Exclusion of jurisdiction of a court and limitation of liability**

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

## **17. Specific regulations**

- 17.1 Paddock
- 17.2 Pit Lane allocation
- 17.3 Instructions of the Series Organiser and Officials
- 17.4 Publication obligation
- 17.5 Podium ceremony
- 17.6 Steward's Inquiries
- 17.7 Incidents
- 17.8 Penalties
- 17.9 The track
- 17.10 Environmental Regulations

## **18. Safety**

- 18.1 Extrication exercise
- 18.2 Pit Lane safety
- 18.3 General safety

## **19. Place of jurisdiction**

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

## Part 2: Technical Regulations

### 1. Technical Series Regulations

- 1.1 Summary of the eligible groups/classes
- 1.2 Principles of the Technical Regulations
- 1.3 General/preamble
- 1.4 Driver equipment
- 1.5 General regulations
- 1.6 Minimum weights and ballast
- 1.7 Emission regulations
- 1.8 Noise regulations
- 1.9 Advertising and partnership
- 1.10 Safety equipment
- 1.11 Fuel type and single fuel
- 1.12 Technical definitions

### 2. Specific Technical Regulations

- 2.1 General information
- 2.2 Engine
- 2.3 Power transmission (gearbox/differential lock)
- 2.4 Lubrication system & Lubricants
- 2.5 Brakes
- 2.6 Wheel suspension
- 2.7 Wheels (flange + rim) and tyres
- 2.8 Bodywork and dimensions
- 2.9 Aerodynamic devices
- 2.10 Electrical equipment
- 2.11 Miscellaneous
- 2.12 Steering (steering wheel/hub extension)
- 2.13 Fuel circuit

## Part 3: Attachments/Drawings

Attachment 1:	Badge Regulations 2023
Attachment 2:	Sticker Regulations 2023
Attachment 3:	Ballast weights
Attachment 4:	Differential lock ramp breakover angle
Attachment 5:	Ground clearance measuring points
Attachment 6:	Seat padding
Attachment 7:	Timing Transponder Position
Attachment 8:	Tyre Table
Attachment 9:	Differential design
Attachment 10:	Control arms
Attachment 11:	Identification of original Porsche windscreens
Attachment 12:	Underbody cover

The present Regulations consist of **109** pages incl. **12** Attachments.

## 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 Porsche Sprint Challenge Series is a National Competition and is placed under the sole sporting supervision of the SBF, which exercises its power of regulation and organisation (including through its National Competition Regulations while respecting the general conditions of application of the International Sporting Code.

It will be run in conformity with theses Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of Article 277 of Appendix J to the FIA International Sporting Code.

The Series will be run according to the SBF Common Regulations (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 2023 consists of 7 races organised as circuit races. However, the Series Organiser reserves the right, in cooperation with SBF, Racing Commission, to invoke the provisions of SBF Regulations (G and RA) should circumstances mean it is not possible to run all 7 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

Terms used within these regulations such as 'event' and 'competition' are defined as in the FIA International Sporting Code Article 20 (Definitions). Within these regulations, terms referring to natural persons are applicable to all genders.

## 2. Organisation

### 2.1 Series Organiser

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Series in 2023.

The permanent office address of the Series Organiser is:

Porsche Sweden  
Smista allé 44  
141 74 Segeltorp  
Sweden

#### Contact

Martin Wisnander, Project Manager Motorsport

Mobile +46 (0)8 120 811 55

E-mail [martin.wisnander@porsche.se](mailto:martin.wisnander@porsche.se)

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

### 2.2 Name of the parent ASN

SBF - Swedish Automobile Sports Federation

Box 705

191 27 Sollentuna, Sweden

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

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

### 2.3 ASN visa/Registration number

The Series is based on these Sporting and Technical Regulations and has been approved by the Racing Commission (Racingutskottet) of the SBF - Swedish Automobile Sports Federation on 21.01.2023 RA-protocol 01/2023.

## 2.4 Organising Committee and Sporting Committee

### 2.4.1 Organising Committee

The Organising Committee for the Porsche Sprint Challenge Scandinavia competition at each Series event (unless amended in the relevant event Supplementary Regulations) will be:

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

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other employees of Dr. Ing. h.c. F. Porsche AG, and Dr. Ing. h.c. F. Porsche AG may nominate additional members of the Organising Committee where necessary.

The address of the Organising Committee is that of the Series Organiser (see Article 2.1).

### 2.4.2 Sporting Committee

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

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

The role of the Sporting Committee, in cooperation with SBF, Racing Commission, will be to resolve any issues arising in respect of interpretation or application of the Series Sporting and Technical Regulations and will include taking decisions on:

- Any questions concerning points or the classification of the Series.
- Any matters arising from the Series Regulations which are not specific to an individual event.

Decisions taken by the Sporting Committee in cooperation with the representative of the SBF Racing Commission shall be final and are not subject to protest or appeal.

## 2.5 List of Permanent Officials\*

Race Director	Mikael Carlsson	1665	SBF
Race Director	Ulf Sanell	20471	SBF
Technical Delegate	Per Wärmlund	2360	SBF
Technical Support Delegate	Johan Karlsson	137276	SBF

\*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.
- Sporting and Technical Regulations of this Series and the SBF approved modifications and supplements (bulletins).
- Supplementary Regulations for Series events including modifications and supplements *issued* by the SBF (bulletins). Where any aspect of the Sporting Regulations must be adapted for a specific event, the provisions of the Supplementary Regulations for that event will take precedence over the Sporting Regulations;
- SBF National Sporting Regulations.
- SBF Decisions and Provisions.
- SBF Circuit Regulations, except where any special regulations are set out in the rules presented here.
- SBF Licence Regulation;
- SBF Environmental Guidelines.
- 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).
- FIA Code of Ethics and SBF Code of Ethics.
- Other FIA and SBF regulations as applicable.

### 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

- a) 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.
- b) 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.

- c) 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.

#### **(a) 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.
- 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.

**(b) 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 Race Director 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 themselves or behaved 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 and Series Classification**

### **4.1 Applications/entries, closing dates and acceptance information**

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 15.03.2023. The Series Organiser reserves the right to accept late applications.

#### **4.1.1 Permanent Team Application**

N/A

#### **4.1.2 Permanent and Non-Permanent Driver Application**

N/A

#### **4.1.3 Guest Team Applications**

N/A

#### 4.1.4 Guest Driver Application

The Series Organiser may permit Guest Drivers to participate in individual competitions. Guest drivers take part and are eligible for the points classification on condition that they comply with the conditions of the Series Regulations and of the relevant Supplementary Regulations. Priority in the acceptance of entries will be given to the registered entrants.

Guest Driver should apply for participation in single competition no later than 2 weeks prior to the start of the relevant competition using an 'Application for Entry' which must be sent to the Series Organiser. The single-entry fee is due as indicated in the 'Application for Entry'.

The Series Organiser reserves the right to accept or reject 'Applications for Entry' that arrive after this time limit.

There is no automatic entitlement to acceptance or participation in the Series.

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 2023 (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.

### **4.1.5 Acceptance of team and Driver Applications**

- a) The Series Organiser reserves the right to refuse any "Application for Entry" at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series. Employees of Dr. Ing. h.c. F. Porsche AG and its subsidiaries are not eligible to participate.
- b) Notwithstanding acceptance of any "Application for Entry", permission to participate in any Series competition is always subject to the satisfactory completion of the scheduled licence verification procedure at the relevant event.
- c) The Competitor will receive a written (electronically signed) confirmation if his Team Entry (Permanent Team / Guest Team) has been accepted.
- d) The Competitor will receive a written (electronically signed) confirmation if his Permanent Driver, Non-Permanent Driver or Guest Driver Entry has been accepted.

In order to meet the deadlines for the receipt of an "Application for Entry" the application must be submitted to the Series Organiser fully completed and signed, either in writing or via an electronic system provided by the Series Organiser.

Originals in writing must be sent by post to the organisation of Porsche Sprint Challenge Scandinavia.

## **4.2 Driver Classifications of the Series**

Drivers who take part in any of the series competitions during the season will be included in any of the final classifications.

### **4.2.1 Overall Classification**

The Overall Classification is the official Driver Championship Classification of the Series.

### **4.2.2 GT3 and GT4 Classification**

There's a separate Driver Championship in each of the GT3 and GT4 Classifications, the points are allocated according to the points system of the Overall Classification. GT3 and GT4 Classifications with reference to § 1.1 in the Technical Series Regulations.

## **4.3 General Entry Terms & Obligations**

### **4.3.1 Commitment to participate**

#### **a) Competitor obligation**

Upon registration of a Permanent Entry, a Competitor undertakes to participate with each registered car in the official Season Roll-Out (where there is one), all official Season Tests and all competitions of the Series in 2023 without exception.

**b) Permanent Driver obligation**

N/A

**c) Failure to participate**

N/A

**4.3.2 Authorisation**

a) With the submission of the "Application for Entry", Competitors and Drivers authorise the Series Organiser to submit entry forms on their behalf for those events which host races which form part of the Series in 2023. Direct nominations to the promoters by the participants are not permissible.

b) The Competitor/Driver agrees that Porsche Sweden, whose representatives constitute the Organising Committee for each Competition, has access to and authority to utilise the reports, data and documents of the Technical Scrutineers at all times.

**4.3.3 Driver transfer between teams**

N/A

**4.3.4 Replacement of cars, engines, gearboxes, or engine control units**

Any change of engine, gearbox or ECU between events or during an event must be approved in advance by the Series Organiser in writing.

The Competitor must request such a change in writing (electronically signed), using the form provided by the Series Organiser.

The Competitor will receive a written confirmation (electronically signed) if the change has been approved.

**4.3.5 Team transporters and transport vehicles**

N/A

**4.3.6 Effectiveness of the regulations and ranking**

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

**4.4 Entry fees**

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

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.

Force majeure, labour disputes, civil disturbances, action by official bodies and other unforeseeable, unavoidable, and serious occurrences, in particular restrictions and measures due to the Covid-19 pandemic, shall release the Series Organiser from its duties to perform regarding the aforementioned scope of services. In case of cancellation of services, the Series Organiser will accordingly try to compensate the cancelled services with other services or refund a reasonable part of the entry fee to the Competitor.

If attendance at any event(s) has to be limited to essential personnel only, it will be necessary to restrict the provision of tickets and passes accordingly. If so, the Series Organiser will notify Competitors of the number of passes which will be made available for the applicable event(s).

#### **4.4.1 Entry fee for the season**

The following registration/entry fees are payable by the participants (based on 7 events):

Until 15. 03. 2023 SEK 60.000 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

#### **4.4.2 Entry fee per competition**

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 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.

## 4.5 Competition numbers

The Competitors will be allocated with competition numbers (1-99) by the Series Organiser for the entire season and to Guest Drivers for each event.

New Competitors joining the season will receive competition numbers according to their date of entry. Once a competition number has been assigned to a car, the number will remain with that car for the remainder of the season and, if a change of chassis is necessary, the number (and corresponding tyre allocation) will be transferred to the new chassis.

The Series Organiser reserves the right, in exceptional circumstances, to reassign allocated competition numbers ahead of the first event.

# 5. Licences requirements

## 5.1 Licence requirements

### a) Drivers

Drivers holding a valid National or 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 2023 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 national entrant's and driver's license in accordance with item 5.1 a) of these regulations.

### d) Age regulations

In accordance with the valid SBF License Regulations.

No driver under the age of 16 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 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.**

In accordance with SBF Regulations.

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.

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 organisations, 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 tortious 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 2023 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 2023 Series consists of 7 race events organised as circuit races.

<b>12.-13. 05. 2023</b>	Scandinavian Raceway, Sweden	Round 01–02
<b>30.06. 2023</b>	Drivecenter Arena, Sweden	Round 03–04 **
<b>01.07.2023</b>	Drivecenter Arena, Sweden	Round 05–06 **
<b>08.-09.07.2023</b>	Falkenbergs Motorbana, Sweden	Round 07–08
<b>18.-19. 08. 2023</b>	Gelleråsen Arena, Sweden	Round 09–10
<b>08.-09. 09. 2023</b>	Rudskogen Motorsenter, Norway	Round 11–12
<b>22.-23.09. 2023</b>	Mantorp Park, Sweden	Round 13–14

#### **Official season tests:**

<b>19.-20. 04. 2023</b>	<b>Pre-season test</b>	Mantorp Park, Sweden	Test 01
<b>11.05.2023</b>	<b>Test day</b>	Scandinavian Raceway, Sweden	Test 02
<b>29.06.2023</b>	<b>Test day</b>	Drivecenter Arena, Sweden	Test 03
<b>21.09.2023</b>	<b>Test day</b>	Mantorp Park, Sweden	Test 04

\* Subject to change

\*\* Event schedule will be presented in a bulletin by the latest at the official pre-season test event.

The official pre-season test at Mantorp Park and the official test days of Porsche Sprint Challenge Scandinavia is included in the championship fee for the season.

## 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. Points for Classification

## 8.1 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    |

If a race is stopped before the leader has finished two complete racing laps (and is therefore declared null and void) and cannot be restarted, or a race cannot be started at all, then 50% points will be awarded on the basis of the Qualifying Final Classification. The Race Director may disallow the points awarded to any Driver and/or Competitor who they deem responsible for causing the stoppage of a race which is then declared null and void and cannot be restarted. If there has also been no Qualifying Classification, then no points will be awarded.

The scheduled race distance is the race time plus additional laps specified in the Supplementary Regulations for the relevant event. No additional laps are added to the race distance if the Safety Car is used at any time in a race. The warm-up, formation and slowdown laps do not count towards the race distance.



### 8.1.1 Championship 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 in each of the GT3 and GT4 Classification is the entered driver with the highest total score from all races.

The winner of the Porsche Sprint Challenge Scandinavia 2023 is the entered driver with the highest total number of points in the Overall Classification from all the races.

**Non-permanent Drivers and Guest Drivers** take part in the Porsche Sprint Challenge Scandinavia driver classification and will be awarded points and participate in any podium ceremonies as applicable.

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.

### 8.1.2 Team Classification

N/A

### 8.1.3 Rookie Classification

N/A

### 8.1.4 Fastest Lap Award

The driver who has achieved the highest number of fastest race laps in all races, regardless of category, will win this classification. When the number obtained is equal the decision is made based on the better result in the final race of the season.

## 8.2 Table of points

Participants who satisfy the conditions for the awarding of points in the Driver (Overall, GT3 and GT4 Classification) 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 (Overall, GT3 and GT4 Classification) 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

Guest drivers entered by the Series Organiser under the entry "Porsche Experience Racing" will participate and be eligible for points but not be included in the prize money classification.

One additional point will be awarded to the driver in each of the GT3 and GT4 Classifications who qualifies on Pole Position for each race of the event.

One additional point will be awarded to the driver in each of the GT3 and GT4 Classifications setting the Fastest Race Lap in each race of the event. Should two or more competitors have identical times, the additional point will be given to the one who set the time first.

\* Only 50% of the points will be awarded to the classified drivers in each race of an event, if less than five (5) entered drivers in each of the GT3 and GT4 Classification.

### 8.3 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 2023 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.

### 8.4 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. Should an error in any classification require a correction to be made after publication, this can be done by the Series Organiser. Any questions or complaints concerning the Series classifications must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes concerned.

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. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Decisions of the Sporting Committee will not be subject to protest or appeal.

## 9. Title, prize money and trophies

### 9.1 Title overall winner

The driver who has scored the highest number of points after all respective race events of the Porsche Sprint Challenge Scandinavia 2023 will be awarded the title:

**"2023 Porsche Sprint Challenge Scandinavia Champion"**

### 9.2 Prize money and trophies

#### 9.2.1 Prize money

N/A

##### 9.2.1.1 Driver Classification

N/A

##### 9.2.1.2 Team Classifications

N/A

##### 9.2.1.3 Payment of Prize Money

N/A

#### 9.2.2 Prizes in kind

The Series Organiser can also remunerate the Drivers with a prize in kind for their successful participation.

##### 9.2.2.1 Overall Driver Champion

N/A

##### 9.2.2.2 Rookie Programme Winner

N/A

##### 9.2.2.3 Prize for highest number of pole positions

N/A

#### 9.2.2.4 Trophies

Trophies will be awarded by the Series Organiser at each competition to the 1st, 2nd, and 3rd classified drivers in each of the GT3 and GT4 Classifications

Trophies will also be awarded by the Series Organiser at the end of the Series to the 1st, 2nd and 3rd classified drivers in each of the GT3 and GT4 Classifications and to the 1st classified driver in the Overall Classification.

#### 9.2.3 Taxation

N/A

## 10. Private practice and testing

No registered competitor, applicant, driver or team or any person associated with them, may take part in any private test session (whether alone or not) seven (7) days prior the upcoming event at the track in question for any Porsche Sprint Challenge Scandinavia Series track (Scandinavian Raceway, Drivecenter Arena, Falkenbergs Motorbana, Gelleråsen Arena, Rudskogen Motorsenter and/or Mantorp Park), unless it is an official Porsche Sprint Challenge Scandinavia test day for the Series.

## 11. 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:

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

The requirement for completion of administrative checks and licence verification applies to the Season Roll-Out (where there is one), official season test(s) and all race events.

The Series Organiser's digital notice board will serve as the official medium for announcements. All Competitors, Drivers and officials will be given appropriate access details.

### **11.1 Timetable of administrative checks**

See relevant Supplementary Regulations, Team Information communication or digital notice board.

Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Race Director

All Competitors and Drivers may be required to submit a signed declaration at each event regarding the validity of their license and any necessary authority to participate. Where this is required, Competitors will be informed by the Series Organiser and must submit the declaration by the time specified in the Official Timetable for the event.

### **11.2 Drivers' and Team Managers briefing**

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

All drivers, together with their competitor's authorised representative, must be present throughout the briefing.

The requirement to attend any scheduled Drivers' briefing applies to all race events and official season tests. A driver may not take part in a race event or a test session until he has attended the respective Drivers' briefing or, where agreed by exception, received a personal briefing from the Race Director.

The Season Briefing notes and the event specific notes and presentation material issued by the Race Director are considered formal instructions 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).

Any non-attendance or late attendance may result in a fine or other penalty being imposed by the Race Director. Any Driver operating a mobile device (phone, tablet, etc) during the briefing, other than for the purposes of the briefing, will be deemed to be absent and will be referred to the Race Director.

### **11.3 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.

### 11.4 Official meetings / press conferences / representation meetings

The time and place for all official meetings, press conferences and representation meetings (autograph session, photoshoots, etc.) are specified in the internal event schedule. Any established non-participation or incomplete participation may incur a commercial fine being imposed by the Race Director.

## 12. 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.

### 12.1 Initial Scrutineering

At each competition, the Competitor must present his 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 competition numbers) and it is the Competitor's and/or Driver's responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the competition, commencing with initial 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 initial technical scrutineering is completed, the cars may only leave the paddock with the permission of the Race Director. Any car that is permitted to leave the paddock (other than to go on track) must be



presented again to the Technical Scrutineers before taking any further part in the competition. It is the Competitor's and/or Driver'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 Technical Scrutineers.

Unless a waiver is granted by the Race Director, Competitors who do not keep to the set time limits will not be permitted to take part in a competition.

## **12.2 Subsequent Scrutineering**

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 in communication with 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 failure to comply may result in disqualification from the competition.

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.

The Technical Scrutineers/Race Director will publish the results for each car scrutineered. These results will not include any specific figures or data except where a car is found to be in breach of the technical regulations.

## 13. Running of the competitions

### 13.1 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.

### 13.2 Practice

Two 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.

### 13.3 Qualification

Qualifying will be held at each competition, normally, one timed session of 20 minutes.

The vehicles can be shared by max two drivers. In case two drivers are registered on one car, each driver needs to drive minimum three 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.

The pre-start for qualifying is regulated as follows:

The order of the cars in the pre-start is defined by the results of the last practice session of the respective event.

If a driver, who for any reason hasn't been able to qualify, the following applies:

- 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.

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.

Should circumstances force the cancellation of 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).

### **13.4 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 must in all cases start the race behind the aforementioned drivers at the back of the starting grid.

### **13.5 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.

### **13.6 Races**

The Porsche Sprint Challenge Scandinavia 2023 consists of 7 race events 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.

### 13.7 Start procedure

Rolling start means that the car is in motion when the start signal is given, and the timekeeping begins.

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 (enter pit lane).
- 5-minute sign / signal to start: pit exit opens, cars to the starting grid.
- 3-minute sign / signal to start: pit exit closes.
- 1-minute sign / signal to start:
- 30 seconds sign / signal to start: all officials shall leave the starting grid.
- 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 a specific point in the last sector of the formation lap (which will be identified in the Drivers' Briefing) 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.

All cars must be formed in two straight lines on respective side of the tracks intended centreline. All cars must maintain their position without overtaking the car alongside or moving either to the left or the right of the car in front.

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.

### **13.8 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 and with a maximum speed of 80 km/h to the pit lane, 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 declared a “No Contest”, however penalties may be imposed for any breaches of the regulations during the aborted/stopped race and at the discretion of the Race Director (e.g. where the breach has affected another competitor) these may be applied to the restarted race.
- If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. 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 all cars are directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the race from the pit lane when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the pit lane exit.
- 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. Empty starting rows will be filled by moving up.
- Refuelling is prohibited.
- The Race Director may decide that the restart will take place behind the Safety Car for operational or safety reasons, in which case this may commence from the pit lane if all cars were directed there

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 red flag was shown.

- The length of the second part will be the original race distance less the number of laps or race time distance completed by the leader before the red flag was shown in part 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.
- The Race Director may decide that the second part of the race will start behind the Safety Car for operational or safety reasons, in which case this may commence from the pit lane if all cars were directed there.
- The countdown for the start of the second part will commence with the 5-minute signal unless the Race Director decides otherwise.
- 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.
- Refuelling is prohibited.
- If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Any car already in the pit lane or entering the pit

lane after the red flag may start the race from the pit lane when the pit exit light is turned to green after all cars on the grid have started the race and have passed the pit lane exit.

- If all cars are directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the second part of the race from the pit lane when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the pit lane exit.
- The classification of the race will be the order of finishing of the second part.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded down to the next whole lap) or scheduled race time distance then, at the Race Director's sole discretion, 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.

Any Driver causing a race to be stopped may be reported to the Race Director and may be subject to penalty up to disqualification from the race.

### **13.9 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.  
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".
2. 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.
3. If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions:
  - 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.
- 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.

### **13.10 False start**

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

### **13.11 Safety Car**

N/A

### **13.12 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.

## 14. Protest and appeals

Protests and appeals shall be covered by the SBF Legal System and Code of Procedure.

Protest deposit – payable to the SBF:

Senior	4 000 SEK
Junior: over the age of 18	2 000 SEK
Junior: under the age of 18	1 000 SEK

Appeal deposit – payable to the SBF:

Senior	6 000 SEK
Junior: over the age of 18	4 000 SEK
Junior: under the age of 18	2 000 SEK

(Protest and appeal deposits are exempt from VAT)

The Sporting Committee shall be entitled to be party to any Appeal.

Certain decisions, as below, are not subject to appeal. No appeal may be made against any element of decisions resulting in the application of the following penalties applied by the Race Director:

- a) "Drive-through" or "Stop-and-Go" penalties including those imposed during the last laps of a race (or after the race) and converted to a time penalty.
- b) Penalties stating or implying the cancellation of a number of practice or qualifying lap times.
- c) Penalties stating or implying a drop of grid positions for the race.
- d) Time penalties added to the Driver's elapsed race time (either during or after the race)
- e) Imposition of Reprimands or penalty points.
- f) Obligation for a Driver to start a race from the pit lane.

In addition, should the Race Director be required to settle any matter in relation to the starting grid order for any race (or the pre-start order for any practice or qualifying session), their decision in this respect will not be subject to appeal.

## 15. Exclusion of jurisdiction of a court and limitation of liability

- (1) Subject to prevailing sporting regulations, these Regulations for the Porsche Sprint Challenge Scandinavia shall be governed by the law of the Government of Sweden.
- (2) The jurisdiction of a court is excluded for decisions of the FIA, the SBF, their jurisdictions, the Stewards, the Series organiser, or the organizer as judge in terms of Swedish jurisdiction.
- (3) No claim for compensation of whatever kind may be derived from actions and decisions of the SBF or its jurisdiction as well as of SBF representatives or the Series organizer, except in the case of a damage caused on purpose or by gross negligence, 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.
- (4) 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 2023. All television rights of the Porsche Sprint Challenge Scandinavia 2023, 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 Series Organiser is entitled to use exclusively all rights (based on agreement with SBF) of the Competitors, teams and their Drivers, particularly names, logos, team equipment and cars, for the production of interactive games of the Series and to assign the rights to a third party for this purpose.

The media recorded by the on-board cameras in each car, as referred to in article 2.10.6 of the Technical Regulations, is the sole property of Porsche Sweden who have granted permission to the Series Organiser for this media to be used solely by the Technical Manager, the Stewards and the Race Director for the purposes of safety, technical and judicial inquiries. The media may be shown to relevant Competitors' representatives or Drivers as part of any safety, technical or judicial inquiry but is not permitted to be copied, filmed, photographed or otherwise replicated in any form to any person. The media will normally be erased after each session at an event.

## 17. Specific Regulations

### 17.1 Paddock

- a) The image of the Series and the participating teams must comply with a professional standard at all times. This includes, for example, team clothing, articulated lorries, awnings, pit walls and antistatic floor coverings (explicitly no carpet flooring).
- b) For Paddock parking space regulations please see the Regulations SBF Mästerskapsracing 2023.
- c) 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.
- d) 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.
- e) 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. The Series Organiser reserves the right, in exceptional circumstances, to reassign pit lane allocations at its sole discretion.

All cars must be located in the pit lane or on the track during all sessions of an event (test, practice, qualification, and race) until the chequered flag of each session is shown, unless the Race Director or Technical Delegate decides otherwise.

The Parc Fermé rule (subject to Article 12.2) applies for all sessions of an event.

### 17.3 Instructions of the Series Organiser and Officials

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

## 17.4 Publication obligation

N/A

## 17.5 Podium ceremonies

During the entire podium ceremony, except for the time during which the national anthems are being played, the Drivers on the podium must wear the caps of the tyre manufacturer on their heads with the logo at the front. No political or otherwise inappropriate statements, signals, gestures or stances may be given or displayed by Drivers either leading up to or during the podium ceremony.

The ceremony starts with ascending the podium and ends with leaving the podium after the group picture for the press.

Any violation of this regulation will be penalised with a commercial fine being imposed by the Race Director. The payment of the penalty does not preclude any further penalty.

It is mandatory for the winners of all Series awards to attend the end of season Porsche Sprint Challenge Scandinavia awards and it is mandatory for the overall winner of the Series to attend the Porsche Night of Champions ceremonies.

Any breach of these requirements will incur a financial penalty with a commercial fine which will be levied by the Series Organiser in respect of each individual award absentee unless explicit agreement has been given for their absence. Such agreement will only be given in exceptional circumstances.

## 17.6 Steward's Inquiries

N/A

## 17.7 Incidents

N/A

## 17.8 Penalties

a) At the individual events the Race Director, where specified in these regulations, is responsible for imposing any penalties on the participants in respect of any breach of regulations. Any case not provided for in the regulations will be studied by the Race Director who alone have the power to make decisions.

b) In addition to the cases listed in the SBF regulations and other regulations, the following circumstances or offences may also be penalised 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
  - 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
- c)** The costs for special investigations must be borne by the applicant when sports penalties are imposed.
- d)** 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.
- e)** Should any Competitor or Driver have points disallowed, no other Competitor's or Driver's score shall be adjusted as a consequence.
- f)** In the case of disqualification from a competition, the points gained and the prize money for the relevant race(s) shall be forfeited. In the event of disqualification from participating further in the Series, all points and prize money won up to that point shall be forfeited (no other Competitor's or Driver's points or prize money will be adjusted).

## **17.9 The Track**

In case of mechanical and/or technical assistance by the marshals on the track, the competitor may not continue during qualifying and race. If this occurs during practice sessions, all lap times are counted until the time of the assistance by the marshals.

Drivers must use the track at all times and may not leave the track without a justifiable reason.

## **17.10 Environmental Regulations**

- a) General**  
It is the Competitor's responsibility to ensure at all times during events that the environmental code of conduct of the SBF and of the circuit are followed.
- b) Tyre Cleaning**  
Tyre cleaning water is only allowed if all wastewater is collected and disposed of in the designated area(s).
- c) Collection of Hazardous Liquids**

It is the Competitor's responsibility to ensure at all times during events that hazardous liquids are collected by suitable containers or absorbing sheets and disposed of in the designated area(s). It is recommended to cover the complete working area below the cars in the tent with absorbing sheets. Any hazardous liquid container needs to be stored in a separate container that holds any spillage or overflow.

## 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. The Series Organiser or the Race Director, at their sole discretion, may elect to replace the Driver with a member of the medical team undertaking the exercise.

### 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 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 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) All work on cars in the pit lane must only be undertaken in the Competitor's own allocated working area in the inner (work) lane. No work may be undertaken in the outer (fast) lane or elsewhere in the inner (work) 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.

- d)** 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.
- e)** 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.
- f)** The onus 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.
- g)** 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.
- h)** No equipment may be positioned on top of the pit wall or any adjacent structure unless it is firmly secured in position.
- i)** 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 Race Director. No person under the age of 15 is permitted in the pit lane at any time.
- j)** 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.
- k)** Competitors, team members and guests must wear closed footwear in the pit lane at all times, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members. Competitors are responsible for informing their guests of suitable clothing standards when in the pit lane, including footwear and a recommendation for long trousers (ladies and gentlemen) together with covered shoulders.

### 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) Official instructions will be given to Drivers by means of the signals set out in Appendix H of the FIA International Sporting Code. Competitors are responsible for observing and complying with these at all times. At circuits where flag signals are supplemented by light panels/signals, both means of signaling will be deemed to have regulatory value. In case of conflicting signals between the flags displayed by marshals and the light panels/signals, drivers must comply with the requirements of the signal with the highest level of safety.

In order of precedence this means:

Red Flag, Safety Car, Double Yellow Flag, Single Yellow Flag, Green Flag.

- d) 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.
- e) Any driver entering a gravel trap and then re-joining must avoid bringing gravel onto the track and particularly onto the racing line. Any driver ignoring this instruction may be referred to the Race Director.

In practice and qualifying, any car that drives through and out of a gravel trap must go directly to the pits to be checked before continuing the session. In the race, an instruction will be issued by Race Control if a car must pit to be checked.

In all cases when leaving a gravel trap, a driver must re-enter the track offline and avoid depositing gravel on the racing line.

- f) 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.



- g)** 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.
- h)** Throughout all sessions there will be a green/red flag/light at the pit exit. Cars may only leave the pit lane when the green flag/light is on.
- i)** 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.
- j)** N/A
- k)** At the end of any session or race, each driver may cross the Control (Timing) Line only once before leaving the track.
- l)** 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.
- m)** All Drivers must complete and pass all sections of the Edubreak e-learning test provided by the DMSB and administered by the Series Organiser in cooperation with SBF, Racing Commission. The final test must be taken under observed conditions. An E-Mail link will be provided by the Series Organiser. The Competitor must ensure that each Driver has completed the test under observed conditions in 2023 before taking part in the Driver's first competition of the Series.
- n)** 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.
- o)** The speed limit in the paddock at each venue is 10 kph.
- p)** Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each event.
- q)** All personnel working on set-up or dismantling of the paddock area are recommended to wear high-visibility clothing.
- r)** 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 Challenge Scandinavia is a one-make Series with two different group/class classifications.

Cars of the type/model Porsche Cayman GT4 Clubsport 982 and Porsche Cayman GT4 Clubsport MR 982 (a special series produced by Porsche AG), of the model year 2019-2020, and Porsche 911 GT3 Cup, type 991 II (a special series produced by Porsche AG), of the model year 2017, 2018 and 2019 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 Technical Passport 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 Organiser before the vehicle is used and shall not involve any safety-critical modifications.

The cars that have the homologated fresh air intake system must be modified with a kit supplied by the organisation. The modification must be done according to instructions included in the kit. After this modification these cars will be considered equal in performance with "Porsche Cayman GT4 Clubsport MR", and therefore will have the same weight for car, total weight, and minimum ground clearance.

#### 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 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

It is not allowed to use glycol-based antifreeze in the engine cooling system during race weekends in Porsche Sprint Challenge Scandinavia.

If there is antifreeze in the system it must be drained and the cooling system refilled with minimum 2 litres of anti-corrosion agent, spare part number 9F0.100.628 and approximately 20 litres of water.

### 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 driver;
- 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 total weight:	Porsche 911 GT3 Cup, type 991 II	1 332kg
	Porsche Cayman GT4 Clubsport/MR 982	1 425kg

### **1.6.1 Ballast**

The installation of ballast is permitted. Only original Porsche or Manthey Racing 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 vehicle 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 vehicle weight:	Porsche 911 GT3 Cup, type 991 II	1242kg
	Porsche Cayman GT4 Clubsport/MR 982	1335kg

#### 1.6.4 Minimum driver weight

The minimum weight of the driver is 90 kg and consists of:

- the driver;
- the personal equipment of the driver as it is in the vehicle at the time when the weighing is ordered;
- the driver equalisation weight if applicable.

If the actual weight of the driver is less than 90 kg, the equalisation weight in the form of original Porsche or Manthey Racing ballast plates (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) must be fixed on the passenger side in the defined location.

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

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

The Technical Scrutineers may in their absolute discretion decide to weigh vehicle and driver separately or in combination.

If the car and driver (together with all driver equipment) are weighed in combination the minimum weight consists of the particular sums of the minimum weights specified above.

If the car and the driver (together with all driver equipment) are weighed separately on the official scale, the two weights plus 2.0 kg of weighing tolerance for the car and 0.5 kg of weighing tolerance for the driver weight shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

Prior to weighing a car, the Technical Scrutineers shall remove the remaining fuel from the fuel tank, after taking a fuel sample according to SBF fuel sample regulations.

#### 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**

During the weighing, each driver must wear his complete driver apparel as set out in Appendix L, Chapter III of the ISC, plus the mandatory head restraint system.

### **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**

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

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

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

### **1.6.12 Determining the driver weights**

The drivers can be directed by the technical scrutineers to Porsche Technical Centre for weight check immediately after practice, qualification, and race.

### **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.



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.

#### **1.6.14 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 Emissions regulations**

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

## **1.8 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).

## **1.9 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 "2023 Sticker Regulations". The sticker regulations are agreed on with the SBF.

The "2023 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 2023' (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.

## **1.10 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.

## **1.11 Fuel type and single fuel**

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

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

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	<a href="mailto:sonny.back@lantmannen.com">sonny.back@lantmannen.com</a>

This is the only fuel allowed to be used by competitors for the duration of the applicable event(s). 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.

### **1.11.2 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.

### 1.11.3 Refuelling, Refuelling installations and control

#### **A closed-circuit fuelling system is 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 (efficiency class minimum 34-A-233B) 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 (efficiency class minimum 34-A-233B) 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.

### 1.12 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

### Porsche 718 Cayman GT4 Competition (982)

### Porsche 718 Cayman GT4 Clubsport MR (982)

#### 2.1 General information

Technically identical cars with the designation Porsche Cayman GT4 Clubsport Competition/MR, built by Porsche AG in a small production run on the basis of the Porsche Cayman GT4, shall be used for the Series.

Concept: Single-seated, near-standard race car based on the 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 and Manthey Racing.

#### Important Information

Certain special parts used in 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	<a href="mailto:roger.axelsson@carreracup.se">roger.axelsson@carreracup.se</a>

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

- 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

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.

### 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**

N/A

## **2.3 Power Transmission (gearbox/differential lock)**

### **2.3.1 General description**

- 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

### **2.3.2 Ramp breakover angle**

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).

### **2.3.3 Transmission emergency function**

N/A

## **2.4 Lubrication system & Lubricants**

<b>Engine</b>	Mobil 1 ESP X3 0W-40 engine oil is compulsory (as per technical manual/ technical service information). All additives are prohibited.
---------------	---

<b>Transmission</b>	As per technical manual/technical service information All additives are prohibited.
---------------------	--



## 2.5 Brakes

Only cars with brake calipers that correspond with the delivery conditions are permitted. 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.**

### 2.5.1 General description

#### 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)
- 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)
- 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.

## **2.6 Wheel Suspension**

### **2.6.1 General description front axle**

#### **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

### **2.6.2 General description rear axle**

#### **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

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

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

2.476 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.

**2.6.4 Shock absorbers/springs**

The following two spring and damper combinations are allowed:

<b>Front:</b>	Shock absorber	9F2412019A
	Main spring	9F2411105
	Auxiliary spring	9813435378A

<b>Rear:</b>	Shock absorber	9F2512019A
	Main spring	9F2511121
	Auxiliary spring	9813435378A

Or:

<b>Front:</b>	Shock absorber	9F2412023A/ 9F2412024A
	Main spring	9F2411105A
	Auxiliary spring	9813435378A

<b>Rear:</b>	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.

**2.7 Wheels (flange + rim) and tyres****2.7.1. General description****Front axle:**

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

**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 sealed metal valve caps is permitted, and they must be fitted for all race sessions at all events.

**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:

**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 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 8 (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 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 8 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 8. 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 2023 season of the Porsche Sprint Challenge Scandinavia., the tyres rules as shown in table in Attachment 8 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**

- 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 to FIA

### 2.8.2 Overall vehicle dimensions and overhangs

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

### 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.

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 mandatory:

Manthey Racing part number: MTH541561 & MTH541562

### 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

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 both the driver- and passenger side of the 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 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.



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

For measuring points, see Attachment 5.

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.

## **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.

- 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

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.

### **2.10.1 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.

### **2.10.2 Radio System**

The use of the radio system is allowed according to the Regulations SBF Mästerskapsracing 2023 paragraph MR 7.10.4. 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.

### **2.10.3 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.

### **2.10.4 Timing Transponder**

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

### **2.10.5 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.

Other camera systems may be allowed to be used if installation is approved by Technical Scrutineering.

It is compulsory to have a "Vbox videologger" and its corresponding installation parts installed and working during all events of the series.

Part numbers of the system is:

VBOX VIDEO (HD2) Twin Cam: MR000178 or MR018087

Connection kit 718 GT4: MTH999304A

All installations need to be done according to descriptions from the PCCS organization and must be inspected by Technical Scrutineering before use.

The Competitor and Driver is responsible that the corresponding SD memory card is attached, and that system is recording during all events.

Recordings are under parc fermé regulation after all sessions and can only be accessed earlier by direction of Race Director or the Series Organisation/Series Committee.

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.

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

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

### **2.11 Miscellaneous**

#### **2.11.1 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".

### 2.11.2 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).

## 2.12 Steering (steering wheel/hub extension)

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

## 2.13 Fuel circuit

Only the fuel system originally fitted to respective vehicle is allowed to be used.

Additionally, to the original fuel system, every car must 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

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.

## 2. Specific Technical Regulations

### Porsche 911 GT3 Cup (911 II)

#### 2.1 General information

Technically identical cars with the designation Porsche 911 GT3 Cup (Type 991 II), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Series. Only cars of model year 2017, 2018 and 2019 (see following general car description) are permitted.

#### General car description

Porsche 911 GT3 Cup (type 991 II), MY 2017, 2018 and 2019

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

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

#### Important Information

Certain special parts used in the 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Motorsport Parts Sales Department at Mtech Workshop AB.

Mtech Workshop AB  
Industrivägen 21  
151 38 Södertälje  
Sweden

Contact: Roger Axelsson  
Mobile: +46 (0)702 930 911  
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

- Aluminium six-cylinder rear-mounted boxer engine
- Sealed
- 3,996 cm<sup>3</sup>; stroke 81.5 mm; bore 102 mm
- Max. power: 357 kW (485 hp) at 7250 – 8000 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6 NG)
- Race exhaust system with regulated race catalytic converter
- Front and rear silencers with centred exhaust pipes
- PM1SC exhaust system is allowed after technical bulletin by the Sporting Committee of PCCS
- Electronic throttle 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 Clerk of Course/Race Director.

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

### 2.2.2. Engine electronic control units

Throughout the entire event, only the Bosch Motronic electronic control units coded and sealed by the Series Organiser for the event are permitted to be used.

The Motronic 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 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 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).

## **2.3 Power Transmission (gearbox/differential lock)**

### **2.3.1 General description**

- Porsche six-speed sequential dog-type gearbox
- Sealed (for warranty purposes only)
  
- 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 by oil-water heat exchanger
- Mechanical limited slip differential
- Triple-disc sintered metal race clutch
- Pneumatic gear shift activation (paddle shift)

### **2.3.2 Ramp breakover angle**

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**

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.

### **2.3.4 Engine oil quick refill**

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



## 2.4 Lubrication system & Lubricants

### Lubricants Engine:

Mobil 1 ESP X3 0W-40 engine oil is compulsory. All additives are prohibited.

### Transmission:

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

## 2.5 Brakes

Only cars with brake calipers that correspond with the delivery conditions are permitted. It is not permitted to modify the car to endurance brake calipers, even if they might be listed in the parts catalogue.

### 2.5.1 General description

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system. Derivative sensors, harness and hydraulic unit for the retrofitted ABS system (partnumber MTH355400).

#### 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)
- 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: MTH609501

**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
- part number:                      RL: 991.352.107.8A/C/D  
   FR: RR: 991.352.108.8A/C/D
- Racing brake pads, part number: MTH609501

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 ABS system allowed is delivered from Manthey Racing with partnumber MTH355400 All components of the system must be fitted complying with the official Manthey Racing mounting instructions and approved by technical scrutineering.

The complete brake lines and all connections must remain original at all times during a race event of the Series.

## **2.6 Wheel Suspension**

### **2.6.1 General description 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

### 2.6.2 General description 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:

- |               |       |
|---------------|-------|
| ▪ Front axle: | 10 mm |
| ▪ Rear axle:  | 10 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 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.

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**

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**

- 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 sealed metal valve caps is permitted, and they must be fitted for all race sessions at all events.

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

### 2.7.3 Tyres

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:

- **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. Slick tyres must always be fitted on the rim with the bar code facing outside. 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 8 (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).

Additionally, at every event the maximum number of sets of rain tyres for the front axle and rear axle of each car can be marked by the Technical Scrutineers at a specific time as shown in the table in Attachment 8. Rain tyres that were marked in a previous Porsche Sprint Challenge Scandinavia event may be presented again for marking. Rain tyres must be prepared and ready at the start of the rain tyre marking session (see respective Internal Event Schedule) in the respective team awnings.

Furthermore, the competition numbers must be displayed clearly on each tyre and rim.

### **2.7.6 Ordering of tyres**

The tyres for the relevant event must be ordered from Michelin (Däckproffsen) in 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 8 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 (slick and rain tyres); as shown in table in Attachment 8. 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 2023 season of the Porsche Sprint Challenge Scandinavia., the tyres rules as shown in table in Attachment 8 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**

If a marked tyre is damaged during qualifying or in a race, should the entrant wish to change the tyre then he must notify the Technical Scrutineers up to a maximum of two hours after the end of the Parc Fermé. Damaged tyres can only be exchanged with the approval of the Technical Scrutineers and in agreement with Michelin. The Technical Scrutineers have the authority to declare damaged tyres as unsafe and insist that they are replaced. In this case, marking of the tyres by the Technical Scrutineers is necessary.

If more than one tyre needs to be replaced throughout the duration of an event, the relevant car/driver will start from the last position on the starting grid (means only the replacement of one single tyre is permitted throughout a complete race weekend without a penalty). The clerk of the course/Race Director will make the final decision regarding the imposition of the penalty. The cars that qualified behind the respective penalised driver will move up the grid by one position. If several cars are subject to the above rule, the corresponding cars/drivers will be lined up at the back of the starting grid in the order of their qualifying results. This applies for slick as well as rain tyres.

### **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**

- 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

The overall length of the vehicle is 4,577 mm.

Total width: 1,978 mm

Total height: 1,248 mm

The front overhang is 1,046 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 must be preserved.

#### Underbody covers

Only front underbody covers 991.504.601.8B or succeeding part numbers are allowed to be used.

Underbody cover 991.504.601.8A is not allowed to be used, even if the vehicle was fitted with in on delivery. See attachment 12.

#### 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

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are permitted to be used, as well as windscreens of the Porsche 911 GT3 streetcar with part number 9P1.845.011 and any index thereof (e.g., 9P1.845.011.B). Original Porsche windscreens are identified by an imprinted symbol as shown in attachment 11.

Heated windscreens with part number 991.541.111.8B are permitted. The windscreen is permitted to be connected to the electrical system of the car and the heating function is permitted to be used.

To protect the windscreen and as a safety measure, 'tear-off' screens are 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 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**

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**

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

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

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 live locks which must be accessible at all times (no foiling or painting of live locks).

### **2.8.8 Ground clearance of car**

The minimum ground clearance of the ready-to-drive car (with the driver in the car 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.

For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 78,0 mm and the clearance at the rear axle a minimum of 100,0 mm. The measuring points (see Attachment 5) at the front axle are the mounting bolts (M12 x 105) of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is 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. If the measuring gauges can be accessed under the measuring points described above, the requirements to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the Technical Scrutineers.

The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement 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.

## **2.10 Electrical equipment**

### **General description**

- 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)

Lighting system:

- 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.

### **2.10.1 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.

### **2.10.2 Radio System**

The use of the radio system is allowed according to the Regulations SBF Mästerskapsracing 2023 paragraph MR 7.10.4. 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.

### **2.10.3 Data Recording**

Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH 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 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.

### **2.10.4 Timing Transponder**

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

### **2.10.5 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.

It is mandatory to have a "Cosworth aliveDRIVE-S" video logging system fitted to the vehicle for all rounds in the Series.

All installations need to be done according to descriptions from the PCCS organization and must be inspected by Technical Scrutineering before use.

The driver/team are responsible that the corresponding USB memory stick is attached and recording and that the correct "carinfo.json" and "map.gpx" files are the only files stored on the USB memory stick before each session starts.

The files mentioned above will be provided by the Series Organisation/Series Committee at every race weekend.

Recordings are under parc fermé regulation after all sessions and can only be accessed earlier by direction of Race Director or the Series Organisation/Series Committee.

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.

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

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

## 2.11 Miscellaneous

### 2.11.1 Seals

The following seals are affixed at the works:

<b>Engine:</b> Valve cover, left	(1x)
Valve cover, right	(1x)
Oil pump, bottom	(1x)
Motronic control unit: connection for electronic control unit wiring loom	(2x)

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".

### 2.11.2 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).

## 2.12 Steering (steering wheel/hub extension)

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.

### **2.13 Fuel circuit**

Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model year 2017, 2018 & 2019 is allowed to be installed.

Additionally, to the original fuel system, every car must 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

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.



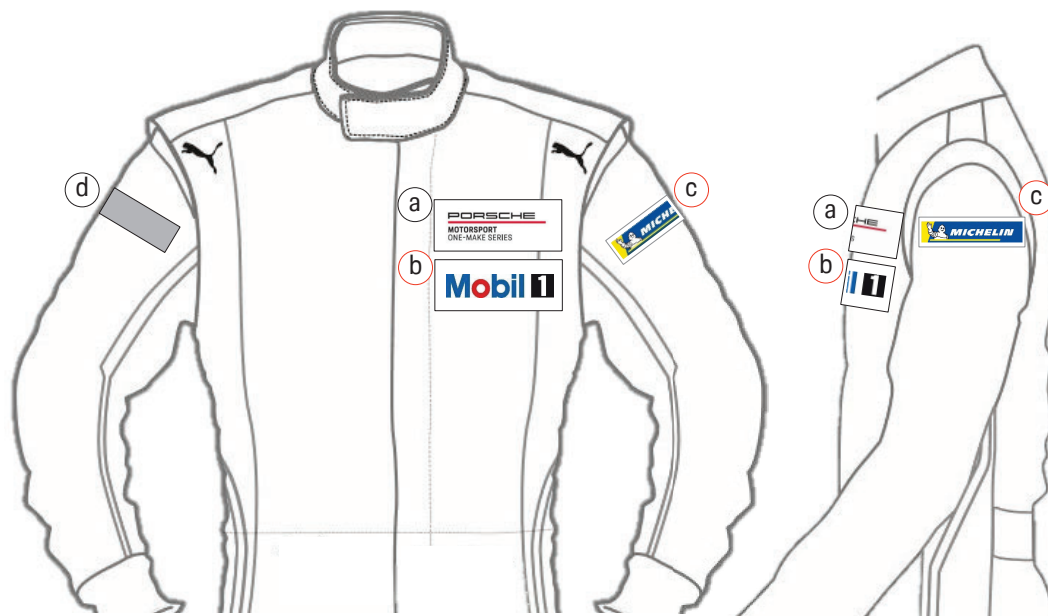
## Part 3: Attachments / Drawings

### Attachment 1 – Badge Regulations 2023\*

In due time prior to the first event, all competitors entered for the 2023 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 below.

Any affixing of badges onto overalls must be done in a professional manner and in compliance with ISC Appendix L Chapter III Article 2.

The following positions must be used for the affixing of obligatory badges:

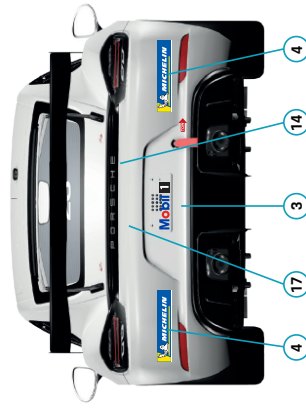
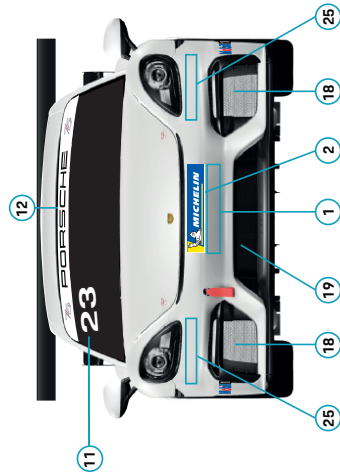


#### Logo positions (each width 130mm)

- a) Porsche Sprint Challenge Scandinavia logo
- b) Mobil 1 logo
- c) Michelin logo
- d) Reservation for Porsche Sweden

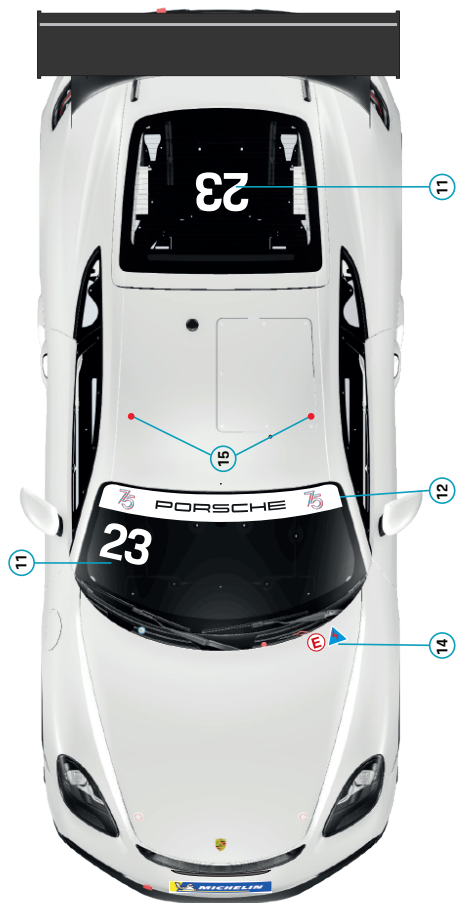
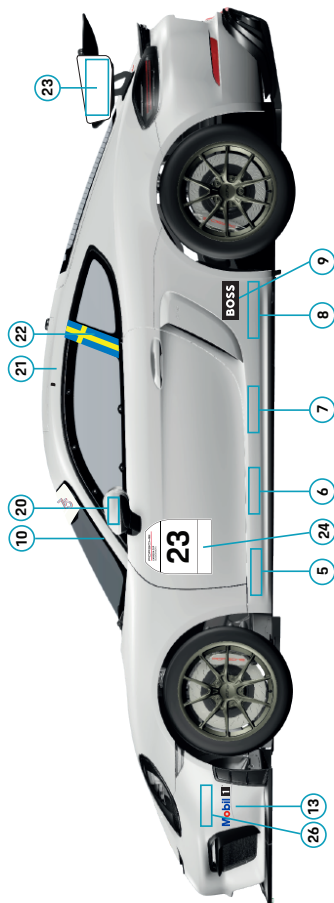
\* Subject to amendments.

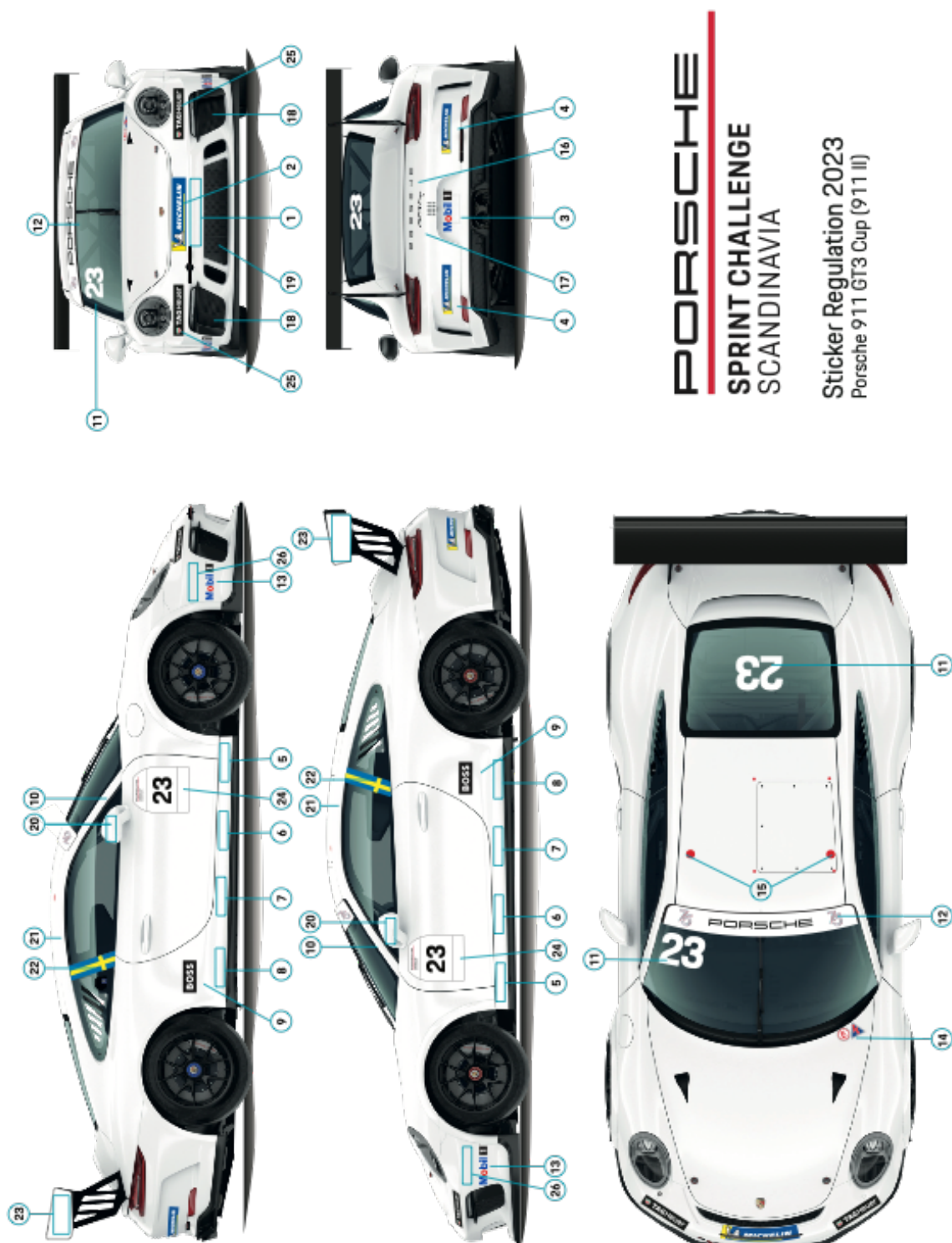
## Attachment 2 – Sticker Regulations 2023\*



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

Sticker Regulation 2022  
 Porsche 718 Cayman GT4 (982)





Number	Quantity	Size (in mm)	Colour	Logo/Symbol	Placement
1	1	527 x 97	Black or White	Reservation PCCS	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 PCCS	Door area, left and right
6	2		Black or White	Reservation PCCS	Door area, left and right
7	2		Black or White	Reservation PCCS	Door area, left and right
8	2		Black or White	Reservation PCCS	Door area, left and right
9	2	210 x 77	White on black	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	Driver Name + Competition number	Windscreen top right Rear window top centre
12	1	1244,5 x 133,7	Original Colours	PORSCHE	Windscreen
13	2	280 x 66	Original Colours	MOBIL1	Front bumper, left and right
14	1	207 x 107	Original Colours	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 (applies for 911 GT3 Cup only)	Rear lid
17	1	207 x 107	Black or White	GT3 Cup (applies for 911 GT3 Cup only)	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 PCCS	Rear-view mirror, left- and right
21	2		Black or White	Reservation PCCS	Roof side, driver name, left- and right
22	2		Original Colours	Driver National Flag	B-pillar, left- and right
23	2		Original Colours	Reservation PCCS	Wing side, left- and right
24	2	360 x 308	White with black frame	Starting number plate incl. PCCS logo + Partner logo	Left- and right door
25	2	255 x 50	Original Colours	TAG HEUER	Areas above daytime running light unit
26	2		Original Colours	Reservation PCCS	Front bumper above MOBIL 1 logo, left and right

**Please note:**

1. The obligatory stickers are to be obtained only from PCCS.
2. The minimum space between stickers must be at least 30 mm.
3. The sticker positions 1–26 is strictly reserved for Porsche Sweden.
4. Usage of current or historic livery of Porsche Motorsport works racing vehicles is reserved for Porsche AG.

**Exclusivity rule**

Advertising of competitor partners that compete with partners of Porsche Sweden, Porsche Sprint Challenge Scandinavia and/or cooperation partners shall be prohibited. In regard to the exclusivity of the partners of Porsche Sweden, the following rules apply. The exclusivity rule refers to the industry sector or to the product range of a manufacturer.

1. Mobil 1 is the exclusive partner of the Porsche Sprint Challenge Scandinavia for lubricants, thus prohibiting Competitors to communicate or advertise for companies or products that are competitors of Mobil 1 lubricants.
2. Michelin is the exclusive partner of the Porsche Sprint Challenge Scandinavia. Therefore, it is forbidden to teams to communicate or advertise for companies or products that are competitors of Michelin.
3. HUGO BOSS is the exclusive partner of the Porsche Sprint Challenge Scandinavia regarding apparel and team wear. The exclusivity is limited to the relationship with Porsche, not to the advertising space on the race cars, which is available to customer teams. This means, teams can still show their own apparel partner on the car, as long as the HUGO BOSS logo is on the car as well. Furthermore, a maximum of four race cars per series may be exempted from the obligation to show the HUGO BOSS logo, decision of exemption is up to markets.
4. TAG Heuer is the exclusive partner regarding watches and jewellery. The exclusivity is limited to the relationship with Porsche, not to the advertising space on the race cars, which is available to the customer teams. This means teams can still show their own chronographs, professional timekeeping pieces, wall clocks and other timing equipment partner on the car, as long as the TAG Heuer logo is on the car as well. Furthermore, a maximum of four race cars per series may be exempted from the obligation to show the TAG Heuer logo, decision of exemption is up to markets.

There is no exception for partners of exclusivity.

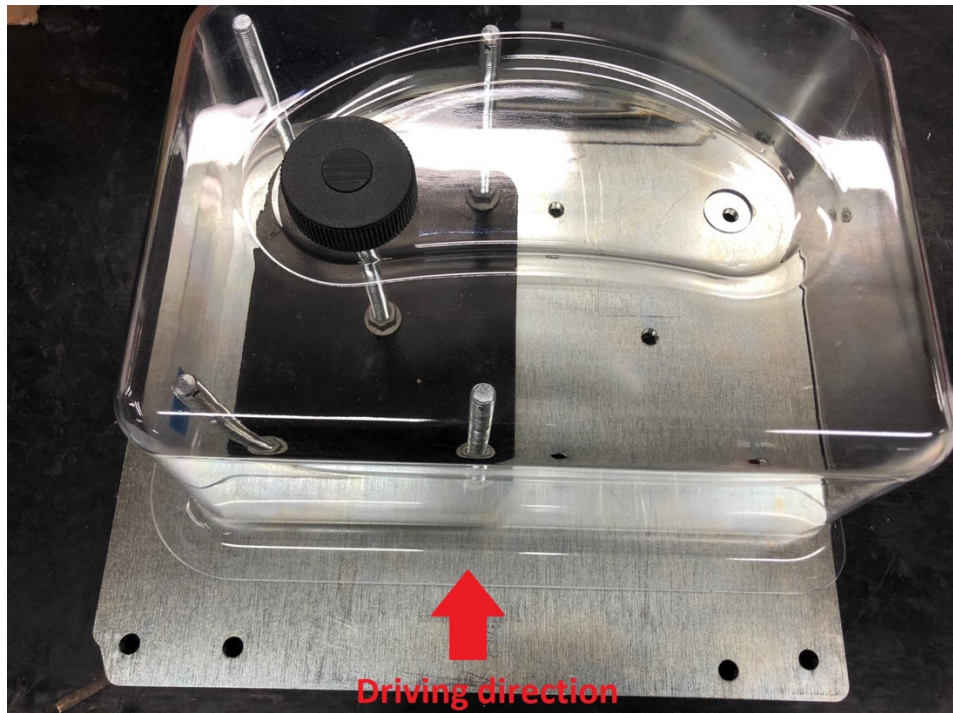
\* We reserve the right to make changes.



### Attachment 3 – Ballast weights

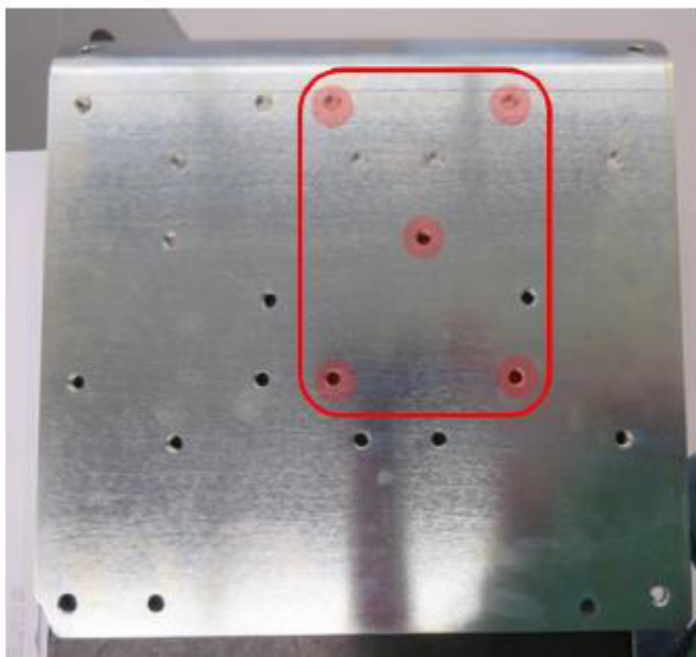
#### 3.1 Porsche 718 Cayman GT4 (982)

Ballast position (Approved and conforming ballast position)



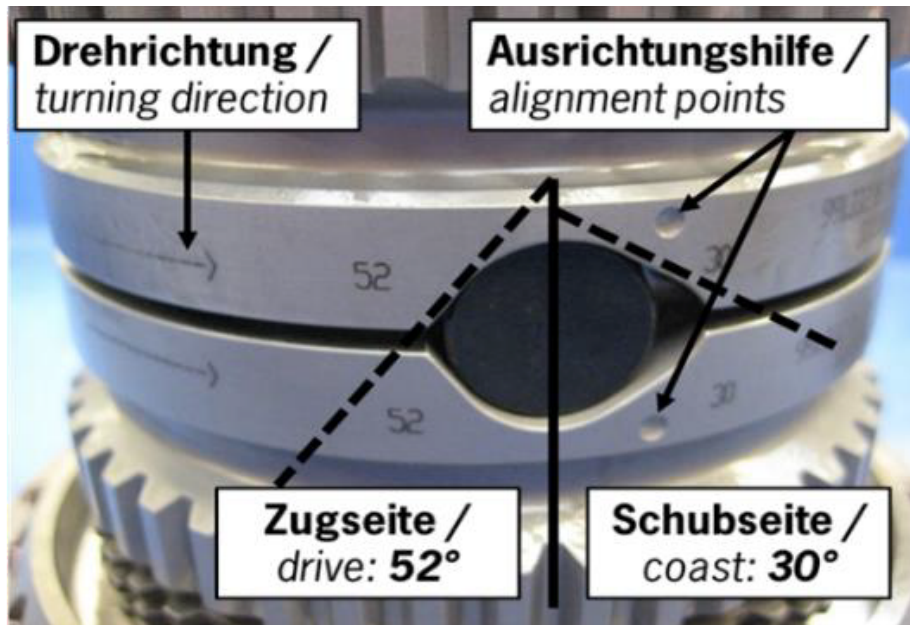
#### 3.2 Porsche 911 GT3 Cup (911 II)

Ballast position (Approved and conforming ballast position)



**Attachment 4 – Differential lock ramp breakover angle****4.1 Porsche 718 Cayman GT4 (982)**

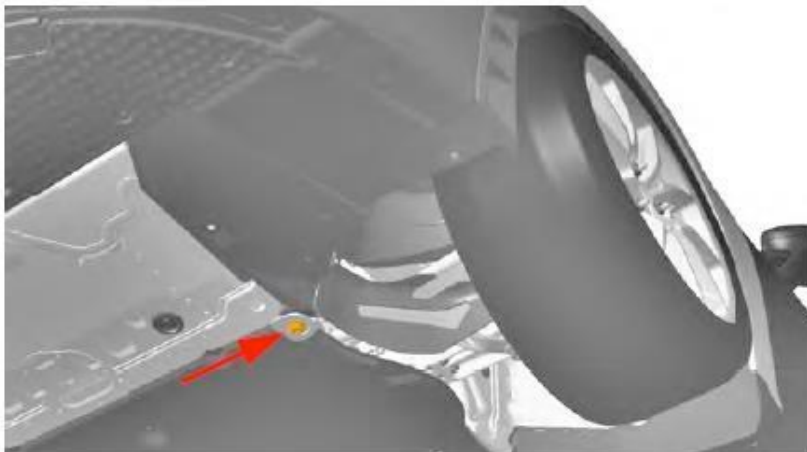
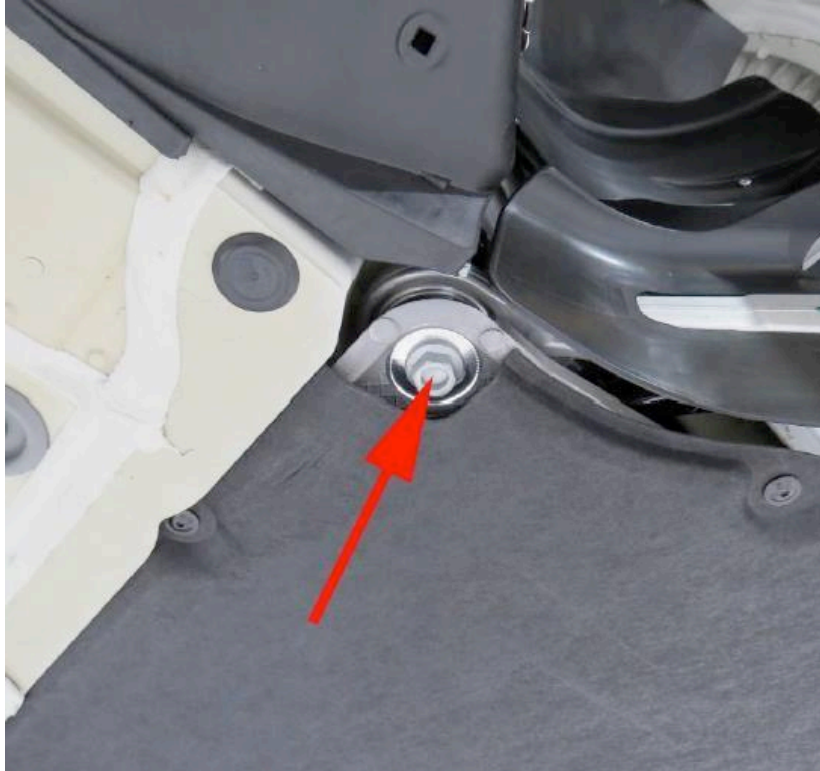
As per technical manual/ technical service information.

**4.2 Porsche 911 GT3 Cup (911 II)**

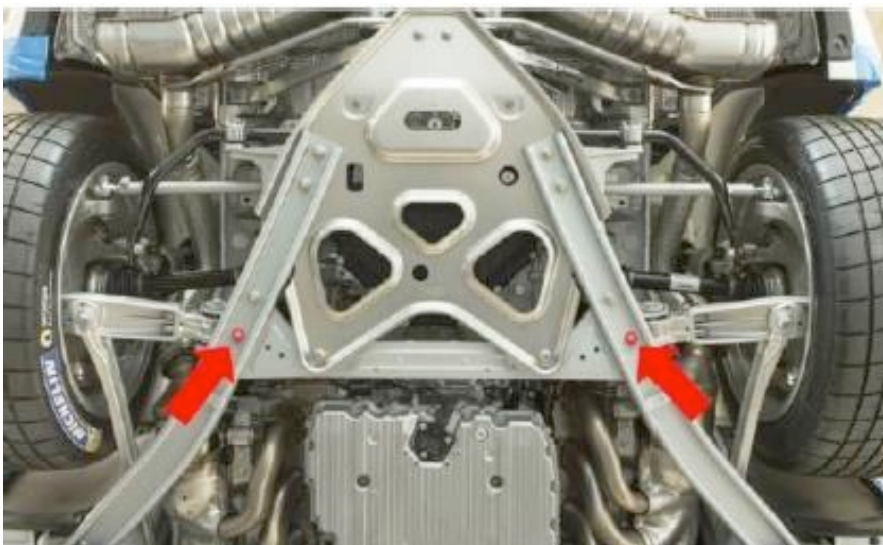
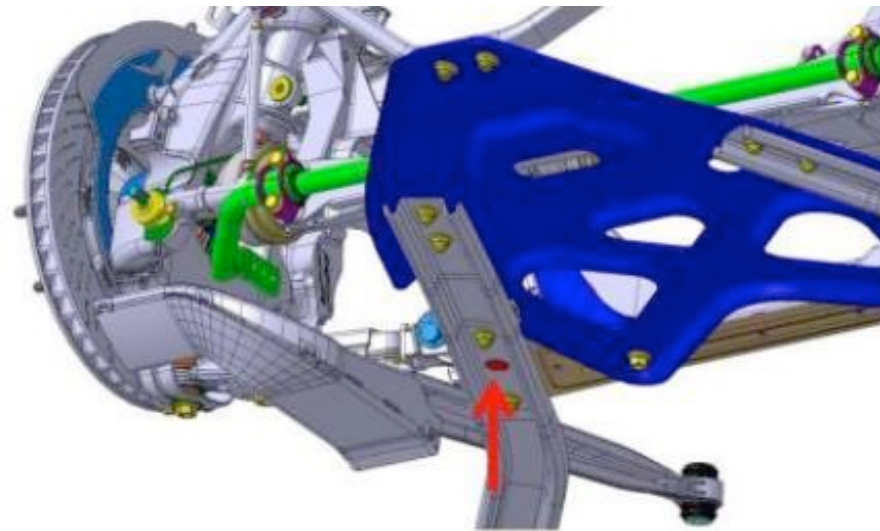
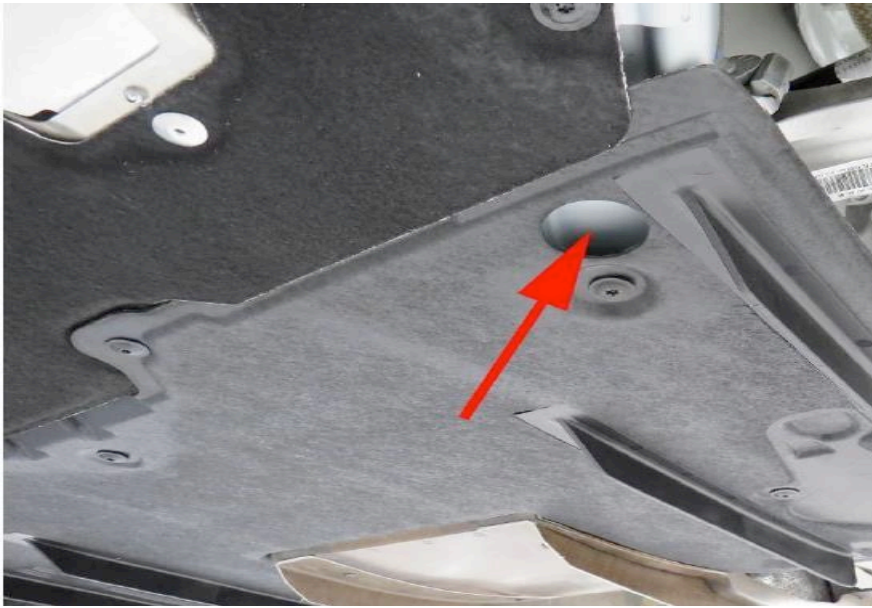
## Attachment 5 – Ground clearance measuring points

### 5.1 Porsche 718 Cayman GT4 (982)

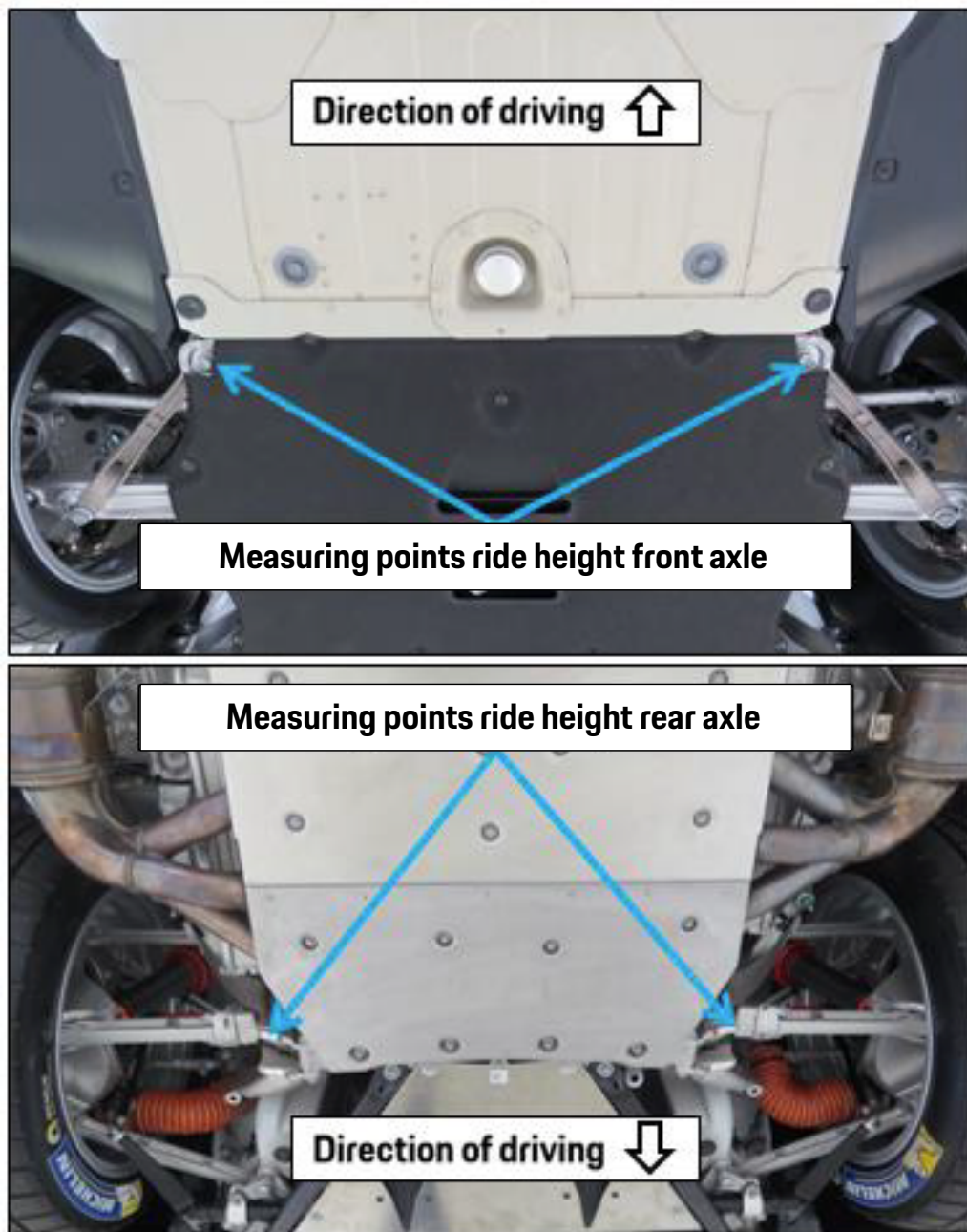
Front axle:





**Rear axle:**

## 5.1 Porsche 911 GT3 Cup (911 II)



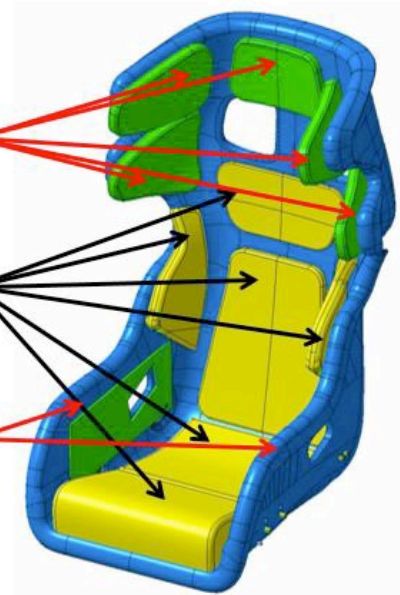
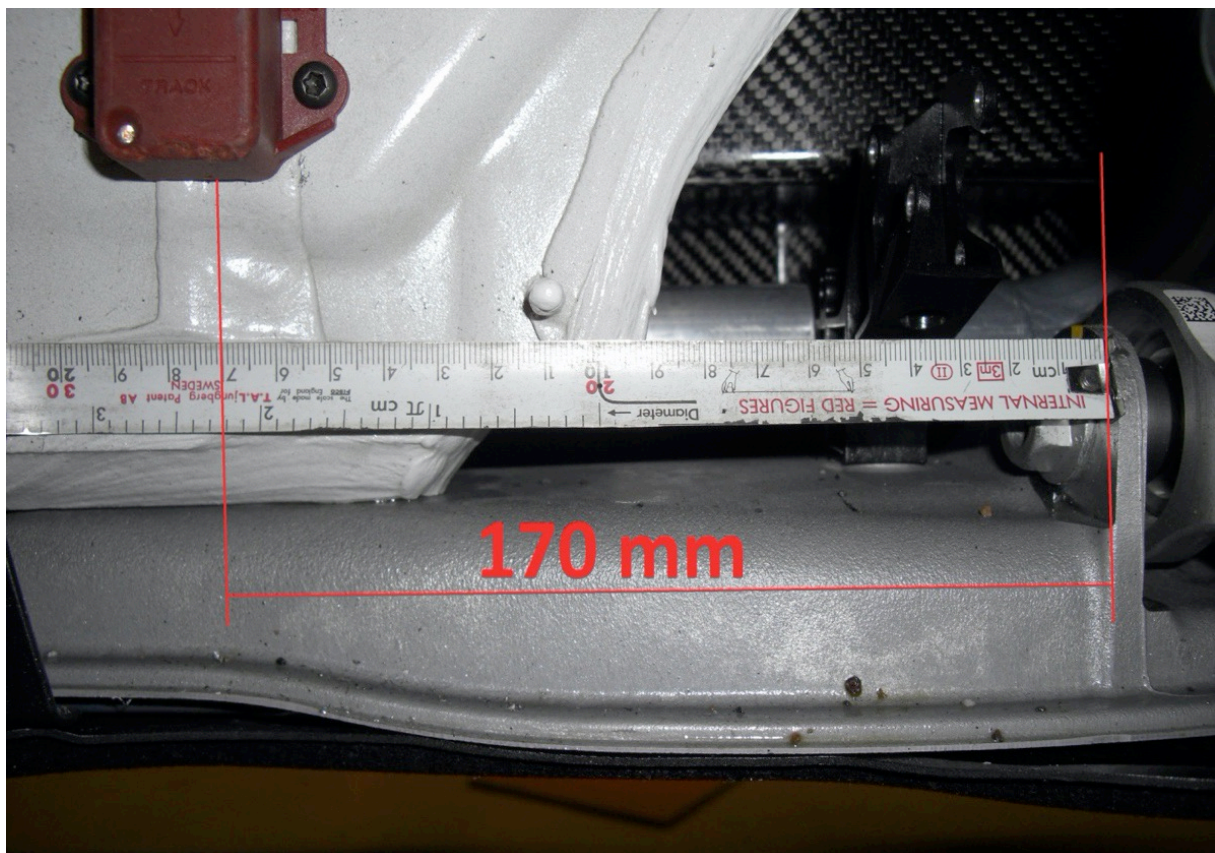


**Attachment 6 – Seat padding**

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

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

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

**Attachment 7 – Timing Transponder Position**

**Attachment 8 – 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  <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 sets  <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 the relevant start number, and which were used in a previous race event of the Porsche Sprint Challenge Scandinavia 2022 can be used.</p>
<b>Rain tyres</b>	<p><b>Max. amount:</b> 1 set  <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  <b>Tyre marking:</b>  max. 1 set before qualifying session</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>
<b>Joker tyres</b>	<p>Joker tyres is only allowed to be used by entrants that have applied to participate for the whole season before 15.03.2023.</p> <p>1 additional set slick tyres are allowed to be used during the 2023 season for practice sessions, qualifying sessions, and races.</p> <p>1 additional set rain tyres are allowed to be used during the 2023 season for practice sessions, qualifying sessions, and races.</p> <p>These 2 sets of tyres will be marked once and can be used at any time during the 2023 season.</p>	<p>Joker tyres is only allowed to be used by entrants that have applied to participate for the whole season before 15.03.2023.</p> <p>1 additional set slick tyres are allowed to be used during the 2023 season for practice sessions, qualifying sessions, and races.</p> <p>1 additional set rain tyres are allowed to be used during the 2023 season for practice sessions, qualifying sessions, and races.</p> <p>These 2 sets of tyres will be marked once and can be used at any time during the 2023 season.</p>

## Attachment 9 – Differential design

### 9.1 Porsche 718 Cayman GT4 (982)

N/A

### 9.2 Porsche 911 GT3 Cup (911 II)



**Tellerfeder** / *belleville spring*  
**Druckring** / *disk ring*

**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*

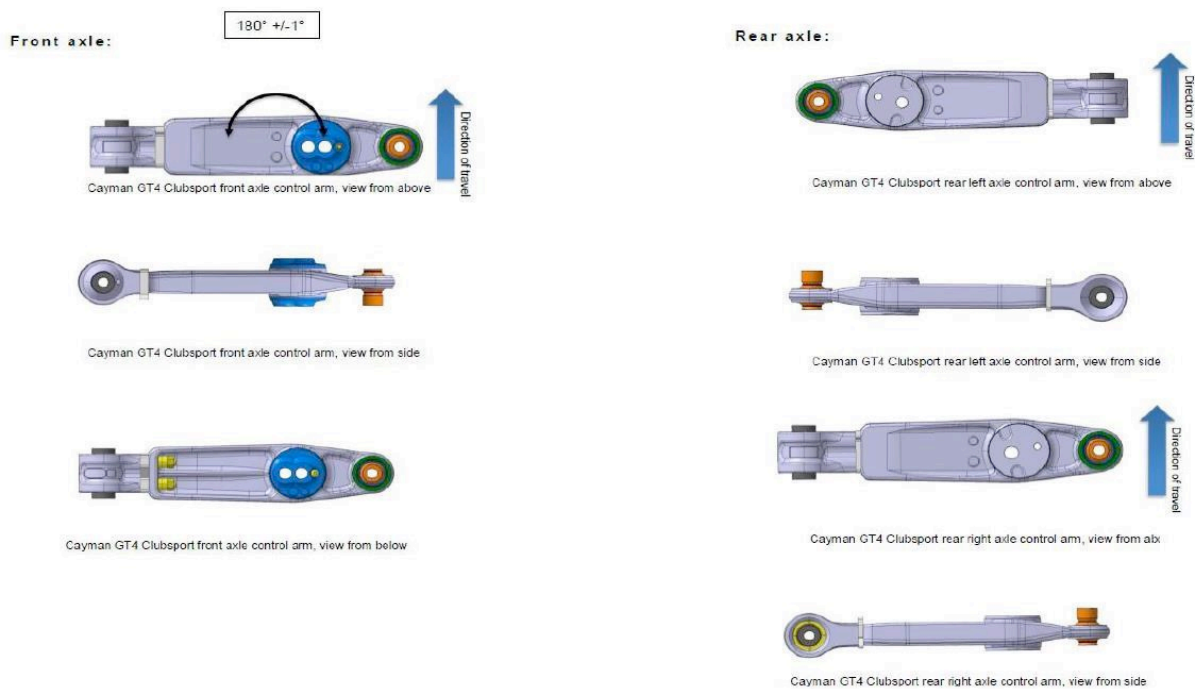
**Druckstück** / *thrust peace*  
**Druckstück** / *thrust peace*

**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*  
**Innenlamelle** / *clutch disk*  
**Außenlamelle** / *pressure plate*

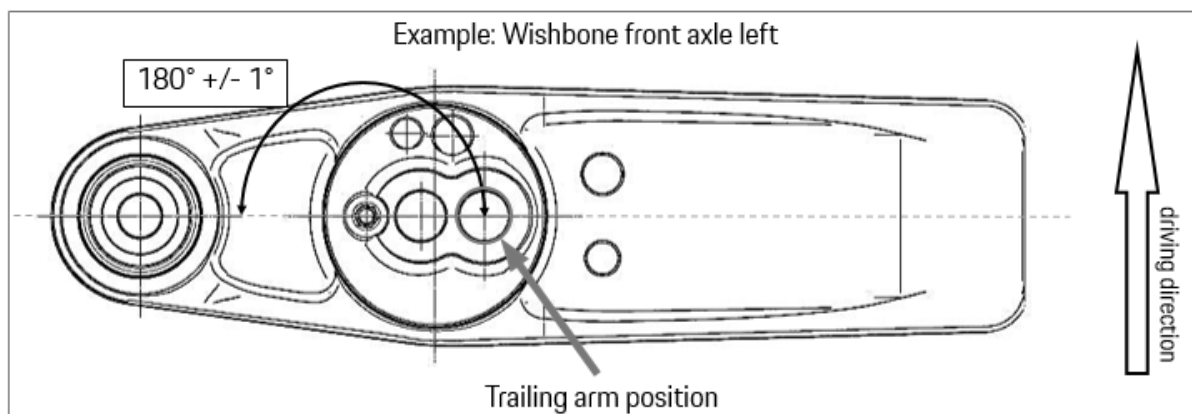
**Druckring** / *disk ring*  
**Tellerfeder** / *belleville spring*

## Attachment 10 – Control arms

### 10.1 Porsche 718 Cayman GT4 (982)



### 10.2 Porsche 911 GT3 Cup (911 II)





**Attachment 11 – 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 12 – Underbody cover**

### **12.1 Porsche 718 Cayman GT4 (982)**

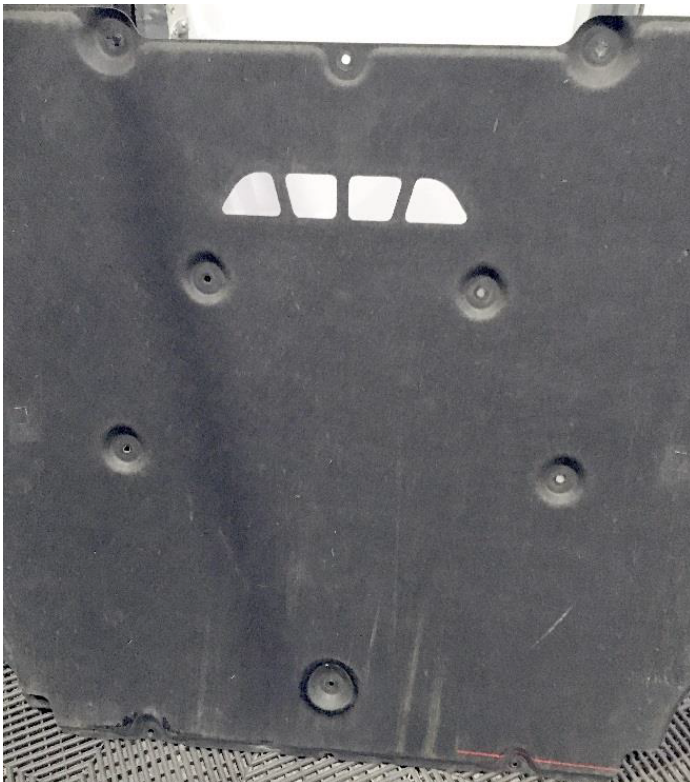
N/A

### **12.2 Porsche 911 GT3 Cup (911 II)**

991.504.601.8A - not allowed to be used



991.504.601.8B – allowed





**PORSCHE**

---

**SPRINT CHALLENGE**  
SCANDINAVIA

# Sporting & Technical **REGULATIONS**



Edition 02 / 2023