

PORSCHE

SPRINT CHALLENGE
CENTRAL EUROPE



Sporting Regulations
Season 2026

**Sporting Regulations for the
Porsche Sprint Challenge Central Europe 2026**

Name of the series: **Porsche Sprint Challenge Central Europe 2026**

ASN Visa/ Approval number: **SE 11/2026**

Status of the series: **National & FIA Central European Zone open**

Lechner Racing GmbH, hereinafter called the Series Organiser, is hosting the Porsche Sprint Challenge Central Europe for 2026.

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This is an important document.

It's mandatory to read the regulations for all Entrants before signing the entry forms.

Please don't hesitate to contact Lechner Racing GmbH if you have any questions in relation to these regulations.

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Part A - Sporting Regulations

1 Introduction

Lechner Racing GmbH hereinafter referred as Series Organiser in association with Dr. Ing. h.c. F. Porsche AG and the Austrian Motorsport Federation (AMF) organises the Porsche Sprint Challenge Central Europe, hereinafter referred as PSCCE.

The PSCCE is organised in conformity with the provisions of the International Sporting Code and its appendices (The Code), the FIA general regulations for circuit racing, and the AMF national competition rules. It will be run in accordance with the Sporting and Technical regulations of this series, the latter being in conformity with the safety requirements of FIA, Appendix J (Articles 253 and 277), supplementary and further Regulations issued by the Organiser, Bulletins, Clarifications, Information and Driver Briefing Notes.

The events will be organised according to the AMF rules and regulations regarding events and circuit activities, unless otherwise specified in each of the individual event regulations.

The Series in 2026 consists of 6 events organised as circuit races. However, the Series Organiser reserves the right to invoke the provisions of Article 3 should circumstances mean it is not possible to run all 6 events.

The series is supported by the following companies*:

- Lechner Racing GmbH
- Dr. Ing. h.c. F. Porsche AG
- Michelin Reifenwerke AG & Co. KGaA
- ExxonMobil Oil Corporation - Mobil 1

*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/Promoter

Lechner Racing GmbH, hereinafter called the Series Organiser, is hosting the Series in 2026.

The permanent office address of the Series Organiser is:

Lechner Racing GmbH
Oberdorfer Straße 85
5303 Thalgau, Austria

Contact:

Walter Lechner

Head & Promoter – Porsche Sprint Challenge Central Europe

Phone: +43 6235 200300

Martina Langen

Series Coordinator – Porsche Sprint Challenge Central Europe
Mobile: +43 664 125 9796
E-Mail: ml@lechnerracing.com

2.2 Name of the responsible ASN

AMF – Austrian Motorsport Federation
Austrian Motorsport Federation / ÖAMTC

Baumgasse 129
1030 Wien, Austria
Homepage: <https://www.austria-motorsport.at/>
E-Mail: austria-motorsport@oeamtc.at

2.3 ASN Visa/Approval Number

The series, based on these Sporting and Technical Regulations and has been approved by the Austrian Motorsport Federation on March 20th 2026 with visa number SE 11/2026

2.4 Organising Committee and Sporting Committee

2.4.1 Organising Committee

The Organising Committee for PSCCE at each Series event (unless amended in the relevant event Supplementary Regulations) will be:

- Walter Lechner – Head & Promoter
- Martina Langen – Series Coordinator – PSCCE
- Patrick Sunkler – Technical Coordinator – PSCCE

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other employees of Lechner Racing GmbH and Dr. Ing. h.c. F. Porsche AG and may nominate additional members of the Organising Committee where necessary. Members of the Organising Committee are available in the race office during the event. The exact location will be published in the specific event regulations.

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 Permanent Race Director;
- The Series Technical Coordinator.

The role of the Sporting Committee will be to resolve any issues arising in respect of interpretation or application of the Sporting and Technical Regulations other than those which fall within the exclusive remit of the Officials of the events and will include taking decisions on:

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

Decisions taken by the Sporting Committee shall be final and are not subject to protest or appeal.

2.4.3 List of Permanent Officials

(see also relevant Supplementary Regulations for each event)

Race Director – Michael Schriefl (Licence Number: SPA1408786)

3 Regulations and legal basis of the series

3.1 General

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- FIA Judicial and Disciplinary Rules
- Anti-Doping Regulations of the national and international anti-doping agency (WADA/NADA Code), and the FIA Anti-Doping Regulations
- Sporting and Technical Regulations of this series and the AMF approved modifications and supplements (Bulletins, Clarifications, Information, specific event regulations sect.)
- Supplementary event regulations including modifications and supplement
- FIA Code of Ethics and Code of Behaviour, and the AMF Code of Ethics
- Other provisions issued by the FIA and the AMF
- The application “Entry Form” signed by Competitor / Driver

Changes to the regulations are possible during the season and during an event, after consultation with the AMF. Any modifications to the regulations require approval by the AMF and will be communicated to the participants by bulletins. Bulletins published during an event will be posted on the official notice board (Lechner Racing App). Obvious errors in the regulations can be corrected at any time.

Any dispute regarding the interpretation of these regulations is subject to the Stewards of the Meeting or the AMF judicial bodies. First the Entrants have to make a written request to the Series Organiser with the specific question. The Series Organiser is allowed to answer, but no claims for compensation can be made.

No claims for compensation may be derived from any decision taken by Race Director, the Stewards of the Meeting or the judicial bodies.

Anything not expressly permitted by these regulations is prohibited in relation to the PSCCE 2026.

Eligible cars to compete in the PSCCE are Porsche 911 GT3 Cup (992.1) cars (model year 2021 – 2025) belonging to a special series built by Porsche AG (see Part B, General Vehicle Description).

All cars must be in full compliance with these regulations and with Appendix J of the Code.

3.2 Official language

For these regulations of the PSCCE only the English text approved by the AMF is binding. In case of interpretation the AMF jurisdiction is the responsible authority.

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

3.3 Responsibility, modification of regulations, cancellation of an event

(a) Responsibility

The participants (Competitors, Drivers, car owners, team members, registered keepers and team guests) attend and take part in any Series event 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) Modifications

Modifications are possible during the season after agreement with the AMF. From the beginning of the event, changes in the form of bulletins can be made by the event stewards only, but only if necessary for reasons of safety and/or force majeure, or as a result of official orders, or the information contained in the regulations concerning the length of the race, lap numbers and sports delegates, or obvious errors in the registration process. Any change to the regulations will be communicated to the participants in writing by bulletin.

(c) Cancellation

The Organiser reserves the right to cancel, postpone or relocate an event or particular races, subject to the agreement of the respective ASN and of the FIA, without giving reason. Claims for damages or compensation or claim for performance are excluded in all such cases.

3.4 PSCCE Code of Good Conduct

The PSCCE 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 PSCCE and to comply with the rules of conduct of the Series.

(a) Both on and off the race track, all those involved will:

- treat all participants, officials and organisers 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 who are 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 Stewards 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 or 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 had been reached (including between Competitors, teams and Drivers) and did 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.

4 Entries and Registration

4.1 Entries

(a) Permanent Drivers

Drivers who are registered for at least 3 race weekends are considered as Permanent Drivers. They are eligible to points in their respective Classification given that they register upfront for at least 3 race weekends.

The employees of Lechner Racing and their subsidiaries are not excluded from participation. They cannot score points, but they are allowed on the podium. Drivers acting as Driver Coaches (actively supporting other drivers to improve their driving skills) and fulfilling all requirements stated by these regulations are allowed to compete in Endurance Races on one inscribed vehicle only per event. The decision if a Driver is classified as Driver Coach is done by the Organising Committee together with the Race Director.

(b) Competitor

Competitors are teams who hold a valid 2026 international competitor licence issued by the AMF or another ASN affiliated to the FIA.

(c) Guest Drivers

Considered as Guest Driver are Drivers which are registered on a race-by-race registration. A request for authorisation to start as Guest Driver must be made in writing to the Organising Committee before the start of the event. Guest Drivers must fulfil all requirements of these regulations. They cannot score points, but they are allowed on the podium and will receive a trophy if they qualified under the top 3 in their class or overall.

(d) Substitute Drivers

An Entrant (Permanent Driver or Competitor) may nominate a Substitute Driver during the season in accordance with these regulations. The Entrant must inform the Organising Committee in writing as soon as possible about any such change of Driver. In case of a positive decision the Organising Committee will inform the Entrant and the Substitute Driver in writing. The Substitute Driver must fulfil all requirements of these regulations. They can score points for the Driver- and Team Classification. Should a Driver fail to meet his registration for the entire season with a good reason (e.g., health problems), the registration may be taken over by a Substitute Driver for the rest of the season.

After the Drivers Briefing a change of a Driver is not possible anymore.

(e) VIP Drivers

Lechner Racing GmbH is allowed to register VIP Drivers as Driver. They are entitled to start if they

comply with these regulations and the governing respective event regulations. They will count as Guest Drivers and have the same rights. If the VIP Driver is registered for the whole season he can score points. The cars registered by Lechner Racing GmbH have the same priority as registered series Entrants.

4.2 Registration procedure

To be eligible to participate in the PSCCE 2026, you must submit the registration by submitting the filled in Entry Form as well as all necessary documents to the Series Organiser until the end of April 2026 (receipt of documents no later than 30th April 2026). Interested parties can contact the Series Organiser at any time - even after the registration deadline. If there are still places available, later entries will be accepted. The Organiser reserves the right to refuse registrations without giving reasons. The completed and duly signed Entry Form must be sent to: ml@lechnerracing.com

By submitting the Entry Form, paying the entry fee and the participation deposit and after being formally acknowledged by the Series Organiser the Entrant is committed to participating in all events of the PSCCE 2026. By signing all necessary documents for the registration, you confirm that you have read, understood and fully accepted these regulations. By submitting the Entry Form all Entrants, their employees and agents, agree to observe all the provisions of these regulations.

Race-by-race Entrants can be accepted after consultation the Series Organiser only. In the case of a positive decision, the Series Organiser will inform the Entrants in writing. They must fulfil all requirements of these regulations and the specific event regulations and accept and sign the entry form including all documents.

If a nominated Entrant is unable to participate, he has to declare this in writing to the PSCCE Organisers no later than 48 hours prior to completion of documentation.

4.3 Commitment to participate

(a) Competitor obligation

Upon registration of a Permanent Entry, a Competitor commits to participate with each registered car in all competitions of the Series in 2026 without exception.

Upon registration of a Guest Entry, a Competitor commits to participate with each registered car in the competition to which that entry relates.

(b) Permanent Driver obligation

Upon registration of a Permanent Driver, the Driver commits to participate in all competitions as declared in the Entry Form.

Any Permanent Driver who fails to take part in at least three competitions will not be included in the Overall, Pro, ProAm, AM or Masters Classification for the year.

4.4 Entry fees for the season and per event

For the participation all Entrants must pay an entry fee and a participation deposit to Lechner Racing GmbH.

The entry fee for the each of the first two cars registered by the same team is:

Full payment until	31 st March 2026	EUR 31.212, - net
Full payment after	31 st March 2026	EUR 34.680, - net

The entry fee for the third car and each additional car of one Competitor is EUR 17.340, - net.

The entry fee per event it is EUR 5.780, - per Entrant.

The entry fee includes the following:

- 2 Sprint Races per weekend (25 min each)
- 1 Endurance Race per weekend (60 min)
- Min. 3h PSCCE testday on Fridays
- Min. 3h additional testday on Thursdays before race weekend
- Box rental (Thu – Sat)
- Time keeping incl. transponder (Fri - Sat)
- Administration & Back Office
- Spare parts & technical support on-site
- Tire purchase & mounting service on-site
- Social media, photo, and video service at each event
- Sticker supply of official stickers, Driver names, entry no., Driver patches for race suit
- 2 Hospitality & Catering tickets per weekend (Thu - Sat)

The right of withdrawal from the registration (refund of entry fee) is not possible. The entry fee is to be paid latest by sending the Entry Form.

4.5 Starting numbers

Participants will be allocated an entry number from the Series Organiser for the season. The registered Competitors will be informed about their starting numbers before the first race. The starting numbers remain the same for all races. Requests for specific numbers can be made. However, they can only be used with the written consent of the Series Organiser. Size, design and location of start numbers must be in accordance with Annex 2 – Vehicle Sticker Regulations. Start number #1 is reserved for the PSCCE Champion (Driver Classification (Sprint Races) Overall) from the prior season. However, the Series Organiser reserves the right to assign start number #1 to another participant in case that the PSCCE Champion from the prior season does not participate in all events. The same starting number may not be assigned twice to two different Entrants per season.

5 Licences

5.1 Licence requirements

(a) Drivers

Drivers must hold a valid national or international Driver's licence for 2026 issued by an FIA-affiliated ASN, of Grades:

- International Licence Grade A (ITA).
- International Licence Grade B (ITB).
- International Licence Grade C – Circuit (ITC-C).
- National D+ (issued by Austrian Motorsport Federation).
- National licences issued by an ASN affiliated to the FIA and fulfilling at least the same requirements as National D+ issued by AMF.

National D+ licence issued by the AMF is a licence for racecars with a power-to-weight ratio exceeding 2.5 kg per horsepower. Holders of national licences by an ASN affiliated to the FIA that fulfil at least the same requirements as the National D+ licence issued by the AMF, will be permitted to participate given that they additionally present the written authorisation of their own ASN to start abroad. The respective ASN must issue the Driver a starting permit stating the approval of participation in PSCCE

with the Porsche 911 GT3 992.1 Cup car.

(b) Competitors

Competitors wishing to register with the Series must be in possession of a valid International Competitor's licence issued by an FIA-affiliated ASN and have paid the registration fees.

(c) Age regulations

In compliance with the valid AMF Licence Regulations and the FIA International Sporting Code, no Driver under 16 years old will be permitted to participate in the Series.

5.2 Conditions for Competitors outside their national territory

Holders of relevant licences or starting permits issued by any ASN affiliated to the FIA have the right for participation and are entitled to score points for the Series. Foreign starters must ensure that they independently obtain their starting permit to start abroad from their own ASN.

For every competition foreign Competitors/Drivers must present the written authorisation of their own ASN.

6 Series Classification and scoring system

Only Permanent Drivers who take part in at least 3 Series Classification rounds during the season will be included in any of the final Championship Standings. The Series Organiser may announce the additional Classifications if a minimum number of Competitors compete regularly during the entire season within the specific Classification. Points will be awarded for all races, but at the end of the season, each drivers' worst score of the Sprint as well as the Endurance category will be excluded. The same procedure also applies to the Team Classification. Disqualification-related scores cannot be dropped. Drivers may drop results from DNF (Did Not Finish), DNS (Did Not Start), or races they did not participate in. During the season, the table of points will display totals without the dropped worst scores.

6.1 Driver Classifications

The Classification of Drivers into the corresponding Driver categories is carried out solely by the Organising Committee. The Driver status of other associations, such as the FIA does not matter. The final Classification is binding and can only be changed by the Organising Committee.

6.1.1 Classifications Sprint Races

(a) Overall Sprint Classification

Permanent Drivers participating in at least three race weekends are eligible for the Overall Classification.

If a Permanent Driver fails to take part in at least 3 competitions, he will not be included in the Overall, Pro, ProAm, AM or Masters classification for the year.

Drivers ranked behind this Permanent Driver will move up in the final classification accordingly. The final Team Classification will not be adjusted.

(b) Pro Classification

Drivers are considered as Pro Driver if they have racing experience in motorsport as karting, single seater races or GT races. Additionally, Driver Coaches and Instructors are considered as Pro Drivers.

(c) ProAM Classification

Drivers are considered as ProAM Driver if they have amateur racing experience. Drivers who have ever obtained an International Licence Grade A (ITA) or International Licence Grade B (ITB) in their past racing career are not permitted to participate in the ProAM classification.

(d) AM Classification

Drivers are considered as AM Driver if they have little racing experience. Drivers who have ever obtained an International Licence Grade A (ITA) or International Licence Grade B (ITB) in their past racing career are not permitted to participate in the AM classification.

(e) Masters Classification

A Driver which is considered as pure amateur with little to no experience on the specific car used in this Series are considered as Masters Drivers. The minimum requirement for participation in the Masters classification is that the Driver must have reached his 55th birthday by 1st April 2026 or has obtained an International Licence Grade C for the first time or has been assigned into the Classification by decision of the Series Organiser, regardless of age or licence status. Drivers who have ever obtained an International Licence Grade A (ITA) or International Licence Grade B (ITB) in their past racing career are not permitted to participate in the Masters Classification.

Drivers wishing to be eligible for the Pro, ProAM, AM or Masters Category must make a written application to the Organising Committee and submit it along with their registration. The Series Organiser will review the application for Pro, ProAM, AM or Masters status and decide whether to accept it. The criteria applied in making this decision will include the Drivers 'sporting spirit', past performances, professional profile, racing history, age etc. The decision taken by the Organising Committee cannot be appealed. Upon registering the Driver agrees to accept these terms and conditions. Drivers entered for the Pro, ProAM, AM or Masters category will be monitored in their performances through the season and can be re-categorised at the discretion of the Series Organiser at any time. This decision is irrevocable and shall apply until the end of the current season. Any Driver has the right to ask the Series Organiser to rectify his categorisation, with the support of all the necessary proofs and documents. Without proof, the request will not be examined.

The winner of each class will be the Driver who has covered the prescribed distance in the shortest time.

6.1.2 Classifications Endurance Races

The final decision on categorisation of Driver pairings for Endurance Races is done by the Organising Committee together with the Race Director.

(a) Overall Endurance Classification

Permanent Drivers participating in at least 3 race weekends are eligible for the Overall Endurance Classification.

If a Permanent Driver fails to take part in at least 3 competitions, he will not be included in the Overall, Pro, ProAm, AM or Masters Classification for the year.

(b) ePro Classification

The following Drivers are classified as ePro Drivers:

- Drivers classified in the Pro Sprint category.
- Drivers who are classified in the ProAm Sprint category and pair up with a Driver classified in

the Pro Sprint category (i.e. Instructor).

(c) eProAM Classification

The following Drivers are classified as eProAM Drivers:

- Drivers racing the Endurance Race alone classified in the ProAM Sprint category.
- Drivers who are classified in the AM Sprint category and pair up with a Driver classified in the ProAM Sprint category.
- Drivers who are classified in the Masters Sprint category and pair up with a Driver classified in the Pro Sprint category.

(d) eAM Classification

The following Drivers are classified as eAM Drivers:

- Drivers racing the Endurance alone race classified in the AM Sprint category.
- Drivers who are classified in the Masters Sprint category and pair up with a Driver classified in the ProAM or AM Sprint category.

(e) eMasters Classification

Drivers who are classified in the Masters Sprint category will be classified as eMasters Drivers.

The winner of each class will be the Driver who has covered the prescribed distance in the shortest time.

6.2 Team Classification

A team shall be characterised by a common purpose and represent a principle of unity, which can be, for example, but not limited to a country, a family, an association, a company etc. Additionally, the following applies:

- (a) The Team Classification is independent from any Driver Classifications.
- (b) In order to be eligible for points in the Team Classification, Competitors must have at least 2 vehicles upfront entered in at least 3 rounds of the PSCCE 2026.
- (c) The points of the 2 cars entered under the same Competitor licence are added for the team ranking.
- (d) If there are more than 2 cars registered under one Competitor, the points of the Competitor's 2 highest-ranking cars for the weekend will be counted.
- (e) For the Team Classification all races during an event count (Sprint and Endurance Races).
- (f) Points for the Team Classification are awarded according to the final overall Classification of each race, irrespective of the several Classification categories.
- (g) Points are awarded according to the points table in 6.5.
- (h) Points are related to the starting numbers. If a Driver changes the team during the season, the already scored team points remain with the previous team.
- (i) If a team makes a guest start with 2 or more vehicles, it is not eligible for points. However, if it wins the Team Classification in the respective event, it will receive the team trophy for that

event.

6.3 Lady's Classification

The Series Organiser may announce a Lady's Classification if a minimum number of Competitors compete regularly during the entire season. The decision of a Lady's Classification is done by the Series Organiser. For the Lady's Classification all races during an event count (Sprint and Endurance Races). The points will be scored according to the overall result of the specific race.

6.4 Rookie Classification

The Rookie Classification is a separate classification for Drivers participating in their first full season in the Porsche Sprint Challenge Central Europe.

Drivers are eligible if they have participated in no more than 5 races or 2 events of any Porsche Sprint Challenge, Porsche Carrera Cup, Porsche Mobil 1 Supercup and/or other GT championship with the Porsche 911 GT3 Cup in total. Any Driver who has been permanently entered in the Series in a previous year is not eligible for Rookie status, regardless of the number of events actually contested.

The Rookie Classification will only be established if at least 3 Drivers are classified as Rookie Drivers at the beginning of the season. Drivers eligible for the Rookie Classification must be under the age of 25. For the purpose of this regulation, the Driver must not have reached his 25th birthday by 30 April 2026.

The Series Organiser reserves the right to accept or reject any application for Rookie status at its sole discretion.

The Rookie Classification is independent of the Driver and Team classifications and is based on the points scored in the final race results. All race results count towards the final Rookie Classification.

The Rookie Champion is the Driver with the highest total number of points over all races of the season.

6.5 Scoring System

Drivers of all classes will be awarded points according to the points table (according to the race result). In case of the Sprint Races, only the best one result per event, resulting to a maximum total of 5 Sprint Race results out of all driven Sprint Races of the PSCCE 2026, count for the final ranking Driver Classification Sprint Races. The same applies to the class Classifications accordingly.

The winner of each class will be the Driver who has covered the prescribed distance in the shortest time or who crossed the line after the race time first.

All Drivers who started will be classified if they covered at least 75% of the race distance/time (rounded down to the nearest whole number of laps/time). The official Classification will be published after each race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

6.6 Points Table

The PSCCE 2026 consists of a total of 6 events – 18 races. Drivers score points according to their ranking in the final Overall Classification race results; this will be irrespective of whichever Classification they are in. Points will be awarded as follows:

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

This points table applies to all Classifications.

If the race distance/time is reduced or the race is cancelled or suspended, the Entrants will receive the following points:

- (a) If at least 50% of the scheduled time of race has been completed (rounded down to the nearest whole lap), 100% points will be awarded.
- (b) If less than 50% of the scheduled time of the race has been completed (defined as above), 50% points will be awarded.
- (c) If less than 2 race laps have been driven, no points will be awarded.

6.7 Equal points

If several Drivers have equal points at the end of the season, the title is decided by the biggest number of the first or second places, and of the other places in sequence. If there is still a tie, the Driver with the best result in the final Sprint Race will be declared as winner.

6.8 Official Standings

The Official Standings table can be seen at www.porschesprintchallenge.com and on the official notice board (Lechner Racing App). Official Standings will be published by the Series Organiser 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.

7 Insurance, liability exclusion and disclaimer

7.1 Organiser's / promoter's insurance

In accordance with AMF Event Regulations Art. 35. with Ellis Clowes & Company Limited (London).

In addition, by submitting the documents for the registration, you agree to waive claims of any kind for damages incurred in connection with the events, in relation to the Series Organiser, its organs, employees and agents.

7.2 Declaration by the Entrant, Competitor, Driver and Passenger on the exclusion of liability, disclaimer of the car owner

7.2.1 Non-Liability Clause

The participants are aware of, understand and fully accept the risks and dangers involved in motor racing. Should a participant be injured during an event, he explicitly declares through his entry for the event that he approves all medical treatment, rescue and transportation to hospital or other emergency facilities. Such measures will be adopted by personnel appointed specifically for this purpose by the promoter, to the best of the personnel's knowledge and following their assessment of

the participant's condition. The participants undertake to assume all related costs, provided such costs are not covered by the licence accident insurance or other insurance policies.

The participants hereby waive all direct and indirect claims for compensation from AMF, its officials, the promoter and/or organiser, Lechner Racing GmbH or the racing circuit owners, from Dr. Ing. H. c. F. Porsche AG and from any other person or association linked with the event (including all officials and authorities or bodies who have granted licences for the event), and from other Entrants and Drivers/riders, hereinafter referred to as "the parties". The participants do so for themselves and their legal successors, and consequently for any insurance company with whom they may have concluded additional policies.

In submitting their entries for this event, the participants hereby declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, acts and/or proceedings which they themselves might institute or which might be instituted by third parties acting on their behalf against "the parties". The participants do so in connection with injury, loss, damage, costs and/or expenses (including lawyers' fees) which they may incur due to an incident or accident as part of the event. In submitting their entries for this event, the participants declare irrevocably that they discharge, release and relieve "the parties" for all time from any liability for such losses, and that they shall guard them against such losses and hold them harmless.

In submitting their entries for this event the participants declare that they understand the full significance and repercussion of the present declarations and agreements, that they are entering into such obligations of their own free will, and in doing so irrevocably waive all right of action for damages against "the parties", insofar as permissible as Austrian law currently stands.

The participants in any case renounce for themselves and their legal successors all claims against "the parties", therefore in particular against the AMF, its officials, the promoter and/or organiser or the racing circuit owners, and against the authorities or bodies who have granted licences for the event, regarding damage, loss, harm or injury of any kind connected with a typical sports risk, in particular any typical and foreseeable damage, loss, harm or injury. This applies also in the event of minor negligence on the part of "the parties".

7.2.2 Arbitration Agreement

(a) Any dispute arising between the participants and the AMF or its officials, and the promoter and/or organiser, and between the AMF or its officials and the promoter and/or organiser, as a result of claims (personal injury, damage to property or financial damage) in connection with the motor-racing event, training sessions or races shall be settled definitely by an arbitration tribunal to the exclusion of the courts of general jurisdiction.

(b) The arbitration tribunal shall consist of three arbitrators, namely the umpire and two assessors. The umpire shall be a lawyer or former judge and have experience of liability matters in connection with motor racing.

(c) Each party shall appoint an assessor within two weeks of notification of the intent to initiate arbitral proceedings. Should the dispute be referred by several claimants or be levelled at several defendants, the arbitrator shall be appointed by agreement between the joined parties. The assessors shall elect the umpire. Should the assessors be unable to agree on the person of the umpire within two weeks, the umpire shall be appointed by the President of the Vienna Chamber of Lawyers upon application by an assessor, with due regard to clause b). The assessors shall however be free at any time to replace the umpire appointed in this way by another umpire by mutual agreement.

d) Should a party fail to appoint its assessor within two weeks of receiving the written request from the opposite side, or should several joined parties be unable to agree on an assessor within that period, the assessor shall be appointed by the President of the Vienna Chamber of Lawyers on the

motion of the other party. The same shall apply should an assessor withdraw from office and the party concerned not appoint a successor within two weeks.

e) Should an arbitrator not assume office, refuse to discharge his duties, cause improper delay or become unfit to act, the aforementioned provisions shall apply accordingly for the appointment of a replacement. The arbitrator concerned shall be dismissed at the same time.

f) The arbitration tribunal shall in principle be free to conduct its proceedings as it sees fit, with due regard for the subsidiary legal provisions. The tribunal shall sit in Vienna. The arbitration tribunal may also investigate without petition any circumstances which it deems necessary to clarify the facts of the case and take evidence.

g) The arbitration tribunal shall decide by simple majority. The tribunal shall state the full reasons for its award. It shall also decide on cost apportionment for the costs of both the arbitration proceedings and the legal representation. The arbitrators shall be remunerated in accordance with the provisions of the Austrian lawyers' scale of charges.

(h) The arbitration tribunal shall also be entitled to the exclusion of the courts of general jurisdiction to issue injunctions, provided the opposing party is first given an opportunity to express its views. An injunction may also be lifted upon petition in the event of a significant change in circumstances.

(i) Sports jurisdiction shall remain unaffected by the present Arbitration Agreement.

8 Events

8.1 Calendar of events

The 2026 Series consists of 6 races organised as circuit races. At each event there will be two Sprint Races of 25 minutes each and one Endurance Race of 60 minutes. The race weekend has generally a 2-day format with Friday as PSCCE testday and Saturday as PSCCE raceday. However, Thursday is an additional testday included in the Team Entry fee.

	Location	Date
Race 1, 2, 3	Red Bull Ring, Austria	May 28 th – 30 th , 2026
Race 4, 5, 6	Slovakiaring, Slovakia	June 18 th – 20 th , 2026
Race 7, 8, 9	Tor Poznań, Poland	July 02 nd – 04 th , 2026
Race 10, 11, 12	Automotodrom Grobnik, Croatia	September 03 rd – 05 th , 2026
Race 13, 14, 15	Automotodrom Brno, Czech Republic	September 24 th – 26 th , 2026
Race 16,17,18	Hungaroring, Hungary	October 08 th – 11 th , 2026

If an event has to be cancelled due to Force Majeure, circumstances or causes beyond the PSCCE Organisers reasonable control such as events, circumstances or causes including but not limited to wars, civil wars, earthquakes, strikes, natural disasters as well as lockdowns, quarantine, restrictions on outdoor activities, travel restrictions caused by but not necessarily limited to pandemic events et cetera the PSCCE Organisers reserve the right to reduce or increase the number of races or to define a different event as a replacement. The PSCCE Organisers reserve the right to modify the event calendar and weekend format in accordance with the Code.

8.2 Maximum number of cars authorised

The maximum number of cars is defined in the circuit licence and listed in the specific event regulations.

8.3 Paddock

The instructions of the Series Organisers concerning the arrangement of the paddock must be followed. At all times it is the objective of each Entrant to maintain a clean and professional standard race series appearance. The paddock allocation plan will be issued to the Entrants prior to the event.

9 Safety

9.1 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, the Race Director or the Chief Medical Officer, at their sole discretion, may elect to replace the Driver with a member of the medical team undertaking the exercise.

9.2 Pit lane safety

(a) At no time may a car be driven reversed in the pit lane under its own power. No car may enter the box under its own power.

(b) The maximum speed in the pit lane during practice, qualifying and each race is 60 kph (unless otherwise specified in the Drivers' Briefing or in the specific event regulations) and will be monitored by the relevant Officials. Drivers exceeding the permitted maximum speed during free practice or qualifying sessions may be penalised. During the race, any Driver who exceeds the above speed limit will be penalised.

(c) The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car will be strictly enforced. This applies for any operation requiring any part of a team member's body to be under any part of the car (e.g. hands or arms under the wheel arch) with the sole exception of removing or mounting wheels. Any non-compliance will be reported and penalised. Engines must not be running while a car is on jacks or other temporary supports.

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

(e) 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. Cars may not be released from the working area in an unsafe condition.

(f) 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.

(g) 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.

(h) Tools, materials, tires or components may only be placed in the working area in front of the pits (working lane) once the car has come to a stop. 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.

(i) No equipment may be positioned on top of the pit wall or any adjacent structure, unless it is firmly secured in position.

(j) Competitors and Drivers are responsible for the conduct and safety of their personnel and guests in the pit lane area and in the paddock. No person under the age of 16 is permitted in the pit lane at any time.

(k) Competitors and Drivers must ensure that their personnel and 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 personnel or guest regarding pit lane safety.

(l) Competitors, personnel and guests must wear closed footwear in the pit lane at all times, open footwear is not permitted. Competitors are responsible for informing their guests personnel of suitable clothing standards when in the pit lane.

9.3 General safety

(a) Competitors and Drivers are responsible for their personnel and guests to follow all safety procedures regarding working at or attending a racing event.

(b) 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.

(c) 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 conduct on circuits.

(d) Official instructions will be given to Entrants by signals according to the Code. Competitors must not use flags similar in any way whatsoever to these and are responsible for always observing and complying with these. At circuits where flag signals are supplemented by light panels/signals, both means of signalling 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, VSC, Double Yellow Flag, Single Yellow Flag, Green Flag.

(e) 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 and the car in neutral (unless instructed otherwise by the Race Director or marshals).

(f) 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 Stewards. 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.

(g) A car's lights must be always illuminated when it is running on wet-weather tires 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. Should a car be stopped in this way, it may re-join when the fault has been remedied.

(h) 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. Should a car be stopped in this way, it may re-join when the fault has been remedied.

(i) Throughout all sessions there will be a green/red light at the pit exit. Cars may only leave the pit lane when the green light is on.

(j) Repairs to a car may be carried out only in the paddock or pit lane (working lane).

(k) Refuelling is allowed in the pits only without exception as specified in the technical regulations. Fuelling and refuelling of the vehicles during free practice, qualifying and the races is forbidden. Refuelling during the break between qualifying sessions is also prohibited. Refuelling in the pitlane is prohibited at all times.

(l) No one is allowed on track, in the pit entry or pit exit area, except marshals, officials or other authorised personnel in the execution of their duty.

(m) If a Driver has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safe to do so. The Driver may only re-join the race under his car's own power.

(n) During the race, Drivers leaving the pit lane must do so only when the light at the pit lane exit is green and under their own responsibility.

(o) The Race Director and the Clerk of Course or Medical Delegate can require a Driver to have a medical examination at any time during an event.

10 Administrative checks & meetings

10.1 Timetable administrative checks

The times for administrative checks are specified in the supplementary regulations and the respective event schedule which are available prior to the event via the digital notice board (Lechner Racing App). Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Stewards.

10.2 Drivers' briefing

The time and location of the Drivers' briefing will be published in the event schedule of the relevant event. The Drivers' briefing is mandatory for all Drivers taking part in the event.

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 until he has attended the respective Drivers' briefing or, where agreed by exception, received a personal briefing from the Race Director.

Any non-attendance or late attendance may result in a fine or other penalty being imposed by the Stewards.

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.

10.3 Team Managers' meeting

The time and location of the Team Managers' meeting will be specified in the event schedule of the relevant event. This is additionally available on the digital notice board (Lechner Racing App). Participation is mandatory for all Team Managers or representatives. Any non-attendance or late attendance may incur a penalty.

10.4 Notice board

In accordance with Article 11.9.4 of the FIA International Sporting Code, 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.

10.5 Documents

The Entrants must ensure to present a complete set of necessary documents at the administrative checks to the Series Organiser prior to the deadline for the closing of entries.

11 Scrutineering/Technical Checks

Before and, as required, during or after each competition all cars will be inspected by one or more Technical Scrutineers licenced by an FIA affiliated ASN. They may be provided by the Series Organiser. Any car or part of a car can be selected at any time by the Stewards 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 Clerk of the Course or the Stewards. The Series Organiser reserves the right to submit any car for an additional technical inspection at any time, and which can also be at a place other than the event. 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 have to follow the instructions of the Technical Scrutineers regarding the checking and re-inspection of cars at all times.

11.1 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 starting number) and it is the Competitor's responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the competition, commencing with 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

The cars and Drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods.

Once initial technical scrutineering is completed, the cars may only leave the paddock during the event with the permission of the Series Organiser. 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 responsibility to present the car to the Technical Scrutineers.

No car may take part in a competition until it has successfully passed initial scrutineering checks.

11.2 Subsequent Scrutineering

After qualifying 2 and after each race, the cars must be brought to the Parc Fermé. All cars must be driven by the relevant Drivers in full racing equipment to the Parc Fermé after qualifying and each race.

All cars are subject to Parc Fermé conditions until the end of the protest period and until released by the Technical Scrutineers or 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 / Stewards.

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

Any car 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 car to the Technical Scrutineers.

Each Driver must attend the official weighing directly after qualifying to have taken his weight as required in the Serie's Technical Regulations. During the weighing, each Driver must wear his/her complete driver apparel plus the mandatory head restraint system. This must be done directly after qualifying. Late Drivers may be penalised by the Stewards or the Race Director.

12 Running of the competitions

Generally, PSCCE race weekends are two-day events with the testday on Friday as well as the raceday on Saturday consisting of 2 qualifying sessions and 2 races, 2 Sprint Races and one Endurance Race. However, Thursday is an additional testday included in the Team Entry fee. This format may be changed at any time by the Series Organiser without giving reasons. The final event format will be published in the specific event regulations.

12.1 Practice

In case of a driving infringement during practice (such as track limits, white line, time advantage or cutting), the Stewards may delete the respective lap time of the Driver; a Competitor will not be able to appeal against the Steward's decision.

12.2 Qualifying

Generally, 2 qualifying sessions of 20 minutes each will be held at every competition.

All participants taking part in Sprint Races must have qualified during the qualifying sessions. The participant must set a qualifying time within 130% of the respective class (Pro, ProAM, AM and Masters) pole position time. Participants not taking part in the qualifying sessions must do at least 3 lapped times during any practice session showing their ability to compete on race speed in order to take part in the Endurance Race in case they share a car with another participant having successfully qualified. If a participant fails to qualify, he may start from the back of the grid with the permission of the Race Director.

No Driver may start in a race without taking part in either the qualifying session for Sprint Races or having done at least 3 lapped times in any practice sessions for the Endurance Race without the permissions of the Stewards and the Race Director.

The result from qualifying session 1 will set the starting grid positions for Sprint Race 1. The result from

qualifying session 2 will set the starting grid positions for Sprint Race 2. The addition from the time results of qualifying session 1 and 2 will set the grid position for the Endurance Race. In case a participant fails to set 2 qualifying times, he may start the Endurance Race from the back of the grid with the permission of the Race Director. In case only one qualifying will be held for Sprint Race 1 and Sprint Race 2, the fastest lap in qualifying sets the grid position for Sprint Race 1 and the second fastest lap sets the grid position for Sprint Race 2. If 2 or more cars set identical fastest lap times in qualifying, the starting order will be based on the order in which those times were set, with the first car to set that time taking precedence, and so on.

If 2 participants share one car at an event, the Driver participating in qualifying session 1 has to race in Sprint Race 1. The Driver participating in qualifying session 2 has to race in Sprint race 2. The decision which Driver participates in which qualifying session is done by lot at the Drivers' briefing at the time as stated in the official timetable which is available prior to each event.

The final decision of the starting grid is always with the Stewards and the Race Director.

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

Should there be no qualifying session due to Force Majeure, the grid position will be based on the result of the practice sessions. Should there be neither a qualifying session nor practice sessions due to Force Majeure, the grid position will be based on the result of the last race. The grid position for the other races during the event will be based on the race result of the prior race.

Refuelling during the break between qualifying sessions is prohibited.

12.3 Pre-Grid

Competitors must be present on the Pre-Grid 15 minutes before the start of qualifying and the race. If all the cars are located in the pit garages the Pre-Grid will not be compulsory. Information on this can be found in the respective event regulations.

12.4 Type of start

All races will be started using a Rolling Start in a double file formation (cars aligned side by side, not staggered).

12.5 Starting grid

The each starting grid will be determined as specified in article 12.2.

Any Competitor whose car is unable to start for any reason or who has good reason to believe that his car will not be ready to start must inform the Race Director accordingly at the earliest opportunity. If one or more cars are withdrawn after publication of the starting grid the gaps may be closed up at the discretion of the Stewards. If so, a revised starting grid will be published.

Should the Stewards 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.

A minimum of 15 minutes before the time for the race start, the cars will leave the pits/pre-start to cover a reconnaissance lap. The cars will be released from the pits by the Series Organiser. Details will be shared in each event's Drivers' briefing. At the end of the reconnaissance lap the Drivers will stop on the grid in starting order with their engines stopped. Cars must be positioned within their respective grid box, with no part of the contact patch of the front tires outside of the lines (front and sides) at the time of the start signal.

Any car coming into the pit lane at the end of the reconnaissance lap will not be allowed to go out to

the track again before the start and will have to start from the pit lane.

12.6 Starting procedure

Any car which is still in the pits/pre-start when the pit exit is closed prior to the race must start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the Driver in position.

The approach of the start will be announced by signals shown 10 minutes, 5 minutes, 2 minutes, 1 minute and 30 seconds before the start of the formation lap. Each signal will be accompanied by an audible warning. The following procedure applies:

- 15-minute signal: pit lane opens.
- 10-minute signal: pit lane closes. Any car reaching the end of the pit lane after the signal “ten minutes” must start behind any other car already aligned at the pit exit light.
- It is permitted to use sunshades whilst on the grid, to cool the car and the Driver. Wheel changes on the starting grid are only allowed until the 3-minute signal.
- 3-minute signal: car must be on all four wheels on the ground and is not allowed to be lifted again. After this signal wheels may only be removed in the pit lane or on the grid during a further race suspension. Everybody except Drivers, officials and maximum one team member must leave the grid. All devices must be removed by the time of the 3-minute signal.
- 1-minute signal: no more work on the car is allowed, engines must be started and the last team member must leave the grid.
- 30-second signal: 30-seconds board will be shown.

At the end of the count down, all cars on the starting grid will begin the formation lap with the Organiser’s official car leading, maintaining the starting order. When leaving the grid, all Drivers must drive at a greatly reduced speed as long as there are team personnel standing next to the track. During this lap, the formation must be kept as tight as possible, meaning the distance between the cars should not exceed 3 car lengths. Any car starting the race from the pit lane for any reason will not be permitted to take part in the formation lap. Any car coming into the pit lane at the end of the formation lap will not be allowed to go out on track again and will have to start from the pit lane.

There will be one formation lap prior to each race unless, under exceptional circumstances, the Race Director instructs 2 or more formation laps. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the rest of the field. In this case, Drivers may only overtake to re-establish the original starting order. Any Driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the line and must start the race from the back of the grid. If more than one Driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. The vacant space on the grid must not be made up by other cars. If the line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A penalty will be imposed on any Driver who, in the opinion of the Stewards and/or Race Director, unnecessarily overtook another car during the formation lap.

If a car cannot start under its own power, the Driver must indicate this to the marshals and will then be pushed into the pit lane by them. Marshals will be instructed to push any car remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid may not attempt to start the car and must follow the instructions of the

marshals.

If the Driver can then start the car in the pit lane, he must wait in the pit lane until the race has started and may join the race when the pit exit light is turned to green once all cars on the grid have started the race and have passed the pit lane exit.

At the end of the formation lap, the grid board will be displayed on a marshal post. The exact location of the marshal post will be announced during the Drivers' briefing. From the grid board sign onwards, the cars must maintain the 2x2 formation of the starting order until the start is released by green light. After passing the grid board sign, warming up the tires by waving is not allowed.

For the rolling start, the Organiser's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole setter leading at a constant speed of minimum 70 kph and maximum 90 kph. Any divergence between the prescribed speeds before the start will result in a penalty.

For the purpose of determining the speed of the rolling start, the Stewards and/or Race Director may use any information obtained by the Judge of Facts by means of specific instruments (such as electronic devices, radar guns, timekeeping, etc.) or further checking of the registered speed through the data acquisition system which is fitted on board the cars.

During the start of a race, the pit wall must be kept free of all persons except for properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

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 will stay on, and orange flashing lights are switched on. Yellow flags will be displayed at all observation posts. The cars, with the pole setter leading, will complete a new formation lap. If possible, they will be joined and led by the official leading car and will continue for another formation lap. The start will be considered as having been given after the complete field has passed the starting line.

All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed.

Only the following cases allows a variation in the starting procedure:

- If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tires, the abort lights will be shown and the starting procedure will begin again at the ten-minute point.
- If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tires, the abort lights will be shown and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten-minute warning will be given.

The Stewards and/or Race Director may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule Judges of Fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in any penalty up to and including the disqualification of the car and Drivers concerned from the Competition.

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the 1-minute signal, the Safety Car will be placed in front of the grid with orange lights illuminated. When the green lights are illuminated at the starting line, the Safety Car will leave the grid with all cars following in order and with no more than 5 car length between the cars. There will be no

formation lap, and the race will start when the green lights are illuminated.

The starting procedure may be modified by Bulletin.

12.7 False start and jump start

The Race Director and/or Stewards may use any video or electronic means to assist them in reaching a decision regarding false starts and jump starts. A false start consists in a start performed in a wrong position or movement in the grid box. A jump start consists in a start performed at a wrong time. Should a Driver be in an incorrect position on the grid or move forward from his grid position before the race start signal is given (red lights out), this may be recorded as a 'False Start' and be referred to the Stewards.

12.8 Races

During an event generally 3 races will take place. 2 Sprint Races and one Endurance Race with following formats:

12.8.1 Sprint Races

The race time is max. 25 minutes from the start signal to the chequered flag. The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the race time. Maximum of one Driver per car allowed.

A race will not be stopped in the event of rain unless the circuit is blocked or it is considered too dangerous by Race Control to continue. Whether a pit stop is necessary due to changed weather conditions or damage to the vehicle or a tire is at the discretion of the Competitor unless otherwise instructed by the Race Director. Carrying out unnecessary tire changes will be penalised.

In the event of tire damage and a resulting pit stop in any of the races, the affected tire must be presented to the Technical Scrutineer immediately after replacement.

12.8.2 Endurance Races

The race distance is max. 60 minutes (100 miles) (including time spent in the pit) from the start signal (starting line) to the chequered flag (start/finish line). The leader will be shown the chequered flag when he crosses the control line at the end of the lap during which the distance is exceeded. Maximum 2 Drivers per car are allowed.

If 2 Participants share a car for the Endurance Race, the Competitor has to decide which Driver will start the race (1st Driver) and which Driver will compete in the second part of the race (2nd Driver). Both Drivers must be nominated in writing to the Race Director by 12h00 (noon) on race day. If no Driver nomination is received by this deadline, the decision will be taken by the Race Director.

All vehicles must comply with a mandatory pit stop during the race. The cars must stop in the working lane in front of their own team's pit box for the pit stop. Driver changes are permitted within the dedicated timeframe only. The pit stop has to be initiated in the time window between minute 25 and 35 (including minute 25 into the window & excluding minute 35 of the window). The period will be indicated by showing a board on track and a notification on the timing monitors. If necessary, the pit stop window may be modified by the Race Director, both in terms of time of start and end as well as in terms of duration. In this case, appropriate communication will be given to the teams.

The pit time is equal to the time period between crossing the pit lane entry line (= pit in -> begin of 60 kph) and crossing the pit lane exit line (= pit out -> end of 60kph). It is each Competitors' and/ or Drivers' responsibility to comply with the minimum pit time given.

The minimum pit time is the result from the addition of 70 seconds Driver change time and the individual time it takes to drive through the pit lane on each racetrack. The specific minimum pit time of each event is given to the Competitors within the respective information for the event on the official

notice board (Lechner Racing App) and in the Driver's briefing of each event.

For all operations, a maximum of 2 persons (excluding Drivers) is allowed to work on the car at any time during the endurance race. These are identified by armbands, which will be received during the administrative check at the beginning of the event. Additionally, Driver 1 and Driver 2 may help each other with unbuckling and buckling up, as well as getting in and out of the vehicle. It is not permitted to loosen or open the seat belts before the car has come to a complete stop.

Apart from lifting cars, adjusting tire pressures, helping Drivers to change, cleaning of windscreen and radiators, cooling brakes and small mechanic operations for safety reasons, no work is allowed to be done on the cars. In case of rain, the change of tires is allowed. It is permitted to use a forced air blower to cool the Driver and brakes. Refuelling is prohibited. Any weights added by the Seres Organisation during Scrutineering may not be removed during the stop.

After leaving the pit stop position, the car must proceed to the pit lane exit at a good pace but respecting the mandatory speed limit. Any stopping or clearly slowing down of the car or driving unnecessarily slowly in the pit lane once leaving the pit stop position is prohibited and will be penalised.

Manual or automatic marking of the pit lane entry and exit line is allowed.

In the event of a Safety Car within the given pit stop window time, the mandatory pit stop may still be carried out. However, this is not permitted if the Safety Car and the following cars need to drive through the pitlane instead of the main straight. In this case, the time window will be frozen and will be resumed later at the discretion of the Race Director with the remaining time. The interruption as well as continuation of the time window will be announced via the timing monitors. In the event of a Safety Car outside the pit stop window time, it is up to the Race Director to postpone the pit stop window.

Any car entering the pit lane and subsequently wanting to rejoin the track whilst the Safety Car and the line of cars following are passing the pit lane exit, must wait until the entire field has passed before being allowed to exit the pit lane. In this case, the pit lane light is red and must be observed without exception.

A race will not be stopped in the event of rain unless the circuit is blocked or it is considered too dangerous by Race Control to continue. Whether another pit stop is necessary in addition to the mandatory pit stop due to changed weather conditions or damage to the vehicle or a tire is at the discretion of the Competitor unless instructed otherwise by the Race Director. Carrying out unnecessary tire changes will be penalised.

In the event of tire damage and a resulting pit stop in any of the races, the affected tire must be presented to the Technical Scrutineer immediately after replacement.

12.9 Safety Car

The Safety Car will be deployed under the instruction of the Race Director to neutralise a race. This will be deployed in accordance with Article 2.10 of Appendix H to the FIA International Sporting Code.

The Safety Car procedure will be that firstly, waved yellow flags with stationary 'SC' boards will be displayed around the circuit. All cars must slow down immediately – overtaking is prohibited. The Safety Car will then be deployed to pick up the leader, and all cars must remain no more than 5 car lengths apart.

Once the Race Director is satisfied that racing may resume, the Safety Car lights will normally be switched off at the timing line Sector 2 (refer to the event circuit map) and as the Safety Car enters the pit lane, all 'SC' boards will be withdrawn but yellow flags will continue to be displayed until the cars have passed each flag point. A green flag will be displayed only at the control (timing) line, to signify the resumption of the race and at this time all yellow flags will be withdrawn.

12.10 Change of weather conditions

- a) For all sessions, the Competitors and Drivers are free to choose slick tires or wet-weather tires at any time (subject to c) below).
- b) If there is a change in weather conditions prior to the start of a race, the following may apply:

During the start process (on the grid) before the formation lap

- The Drivers will be shown the Start Delayed board.
- The Race Director will decide where Teams may change tires and issue instructions accordingly.
- The normal start procedure will then begin from the 10-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

During the Formation Lap

- The start will be aborted.
- The Race Director will decide where Teams may change tires and issue instructions accordingly.
- 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.

- c) 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. Whether another pit stop is necessary in addition to the mandatory pit stop due to changed weather conditions is at the discretion of the Competitor unless instructed otherwise by the Race Director.

12.11 Suspending and Resuming a Race

Should it become necessary to interrupt the race due to an accident or weather conditions, the Race Director suspends the race. The suspension is indicated by red flag and red-light signals. After the signal to stop the race has been given, all cars must reduce speed smoothly and safely to 80 kph and proceed directly but with extreme caution to the pit lane lining up in the fast lane. Overtaking is prohibited.

As soon as resumption of the race is possible, the vehicles are lined up one behind each other in the fast lane due to their positions before the race break. The resumption takes place behind the Safety Car from the fast lane.

Retired Competitors unable to take part in the restart of the race in their original car will still be classified as started. All Drivers having taken the original start are eligible for the restart in their original car (subject to judicial procedures).

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.

The delay will be kept as short as possible and as soon as a resumption time is known, the Race Control will forward the information via the timing monitors.

Competitors who were not able to resume the race due to the accident leading to the suspension will still be classified as 'started'.

12.11.1 After completing 50% of the race distance/time

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) then, at the Race Director's sole discretion, the race

may not be restarted. The decision to ultimately suspend the race remains with the Race Director. In case the leading car when the race is suspended has covered more than 75% (rounded up to the next full lap or minute) of the appointed race distance or duration, the race can be declared as finished. The classification for the race will be done as per the positions of the Drivers in the penultimate lap before the suspension of the race.

If a race is stopped before either 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 Stewards and may be subject to penalty up to disqualification from the race.

The delay will be kept as short as possible and as soon as a resumption time is known the Series Organiser will give the information via the timing monitors; in all cases at least ten minutes warning will be given.

If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

12.11.2 Overtaking during race suspension

Overtaking during a race suspension or resumption is only allowed when

- a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- there is more than one car starting from the pit lane and one of them is unduly delayed.

In either case Drivers may only overtake to re-establish the order before the race was suspended or the order the cars at the pit exit were in when the race was resumed.

Any Driver delayed in both way, and who is unable to re-establish the original starting order before he reaches the first safety car line must enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane.

Penalties will be imposed on any Driver who, in the opinion of the Stewards or Race Director, unnecessarily overtook another car during the lap.

12.12 Parc Fermé

After the race has been finished, all classified cars are under Parc Fermé conditions. This means that the car has to be driven to the Parc Fermé only by its Driver behind the wheel or, if the car is no longer able to drive, stopped after the chequered flag or is in the pit lane, it has to be pushed under supervision of the marshals by a team member to the Parc Fermé.

The way from the race circuit to the technical scrutineering "Parc Fermé" and car weighing area are subject to "Parc Fermé" regulations. Only those officials charged with supervision may enter the "Parc Fermé". No intervention of any kind is allowed there unless authorised by such officials.

All cars must be parked in the Parc Fermé following the instructions given where they will remain until the Race Director orders their release. The Organiser is entitled to read out the data logger from the cars concerned in the Parc Fermé. The Race Director can request data from the data logger at any time.

Checking and adjusting the air pressure of the tires are allowed directly after the cars stop in the Parc Fermé, by one man per car only.

13 Specific Regulations

13.1 Incidents

The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the FIA International Sporting Code (an "Incident") to the Stewards. After reviewing it shall be at the discretion of the Stewards to decide whether to proceed with an investigation. The Stewards may also investigate an incident noted by themselves. Any incidents involving more than one car may be investigated immediately or reviewed after the relevant session or race.

It shall be at the discretion of the Stewards to decide if any Driver involved in an incident should be penalised. Unless it is clear to the Stewards that a Driver was wholly or predominantly to blame for an incident no penalty will be imposed. If an incident is under investigation by the Stewards a message informing all Competitors which Driver or Drivers are involved will be displayed on the timing monitors (if the facilities at the circuit so permit) and on the official notice board (Lechner Racing App). However, failure to display such notification that an incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty.

If a Driver is involved in an incident under investigation, he must remain available to the Officials and may not leave the event venue without the consent of the Stewards.

13.2 Penalties

At the individual Events the Stewards (and the Race Director where specified in these regulations, further to Article 11.10.4 of the FIA International Sporting Code) are responsible for imposing any penalties on the participants in respect of any breach of regulations. Any case not provided for in these regulations will be studied by the Stewards who alone have the power to make decisions, in accordance with Article 11.9 of the FIA International Sporting Code.

If any special examinations or investigations are required and ultimately lead to a determination of non-compliance with the regulations and/or a penalty being imposed by the Stewards, then the costs of such examinations or investigations shall be met by the Competitor whose car is determined to be non-compliant and/or who is subject to such penalty.

The fact that penalties have been imposed by the Stewards does not rule out more extensive penalties being imposed by the relevant ASN, the AMF, or the FIA. These disciplinary bodies shall also be entitled to disallow points won in races in the PSCCE Series competitions.

Should any Competitor or Driver have points disallowed, no other Competitor's or Driver's score shall be adjusted as a consequence.

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).

The Stewards may impose any penalty they consider appropriate for a breach of the regulations, up to disqualification from the competition. The Stewards may also decide to impose a suspension for one or more competitions of the Series. Article 13.2.3 / Attachment X contains a set of guideline penalties that will be taken into consideration by the Stewards, but each case will be considered on its own merits.

Any Driver who collects three Warnings for breaches of regulations relating to driving standards will, upon imposition of the third Warning, be given a drop of 5 grid positions for the next Series race in which he participates. This will be repeated each time a Driver accrues a further three such Warnings.

Should the Stewards impose a time penalty or grid position penalty, notification of the penalty will be given to the Competitor concerned by means of a message on the official timing monitors and/or by an official bulletin.

If a penalty is imposed during the last laps or after the end of the race or cannot be served during the race for operational reasons, the Stewards may convert the sanction into an appropriate post-race time penalty.

Should the Stewards impose a drop of grid positions on a Driver for a future race, the penalty remains with the Driver even if the Driver moves to another team and/or car.

In accordance with Article 12.8 of the FIA International Sporting Code, any fines imposed by the Stewards must be paid within 48 hours of notification to the Competitor and are payable to the AMF.

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Where a fine is imposed, continued participation in the Series beyond the event at which the fine was imposed may not be permitted until any fine imposed is paid in full.

The penalties in Annex 1 are guidelines and will be considered by the Stewards. However, the Stewards may impose any penalty they deem appropriate for any breach of the regulations.

14 Protests and Appeals

Protests and appeals shall be made in accordance with the Code and accompanied by a fee especially published in the specific event regulations (Protest and appeal deposits are exempt of VAT).

15 Advertising

Advertising is governed by the general regulations of the Code, the PSCCE regulations and the specific event regulations. The advertising regulations must also conform to the laws in force in each of the organising countries. During practice and races, all competing cars must be fitted with all the mandatory advertising, logos, Drivers name, national identification and start number stickers of defined size, type, number and location as defined by these regulations.

The definite layout is stipulated in Annex 2 – Vehicle Sticker Regulations. Drivers will also receive fabric badges for their overalls. These badges must be affixed according to Annex 3 – Drivers Overall Badge Regulations.

In addition, each car must carry the official series plate as supplied by the PSCCE Organiser in the interior of the car, of a size and location to be confirmed in a separate bulletin. Annexes 2 and 3 are part of the general regulations. Failure to comply with these regulations could lead to disqualification of the participant. The sticker regulations also define the surface area that can be used for the participants' own advertising. This advertising must maintain a 30mm distance from race numbers and other stickers. It is forbidden to carry advertising related to commercial competitors of PSCCE series sponsors and all sponsorship is subject to prior approval.

16 Choice of Law, Exclusion of jurisdiction of a court and limitation of liability

Any decision made by the ASN, their judicial authorities, the Organisers, Stewards, or the PSCCE Organisers who act as judges is final and binding and should not be subject to any review or appeal of any kind (whether being judicial, administrative or otherwise).

- (a) Subject to prevailing sporting regulations, these Regulations for the Porsche Sprint Challenge Central Europe shall be governed by the law of the Republic of Austria.
- (b) The jurisdiction of a court is excluded for decisions of the FIA, the AMF, their jurisdictions, the Stewards, the Race Director, the Series Organiser as judge.
- (c) No claim for compensation of whatever kind may be derived from actions and decisions of the AMF or its jurisdiction as well as of AMF representatives or the Series Organiser, 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.
- (d) Implied exclusions from liability shall remain unaffected by the above exclusion of liability clause.

17 Title and Prize Money

17.1 Driver Title Champion in Class Pro, ProAM, AM, Masters and Rookie of all Sprint Races

The Driver with the overall highest number of points in each class according to the best 5 race results of all the Sprint Races in the PSCCE 2026 wins the title:

Overall:

“Overall Driver Champion Porsche Sprint Challenge Central Europe 2026”

ProAM:

“ProAM Driver Champion Porsche Sprint Challenge Central Europe 2026”

AM:

“AM Driver Champion Porsche Sprint Challenge Central Europe 2026”

Masters:

“Masters Driver Champion Porsche Sprint Challenge Central Europe 2026”

Rookie:

“Rookie Driver Champion Porsche Sprint Challenge Central Europe 2026”

17.2 Driver Title Champion in Class ePro, eProAM, eAM, eMasters and Rookie of all Endurance Races

The Driver/ Driver pairing with the overall highest number of points in each class according to the best 5 race results of all Endurance Races in the PSCCE 2026 win the title:

eOverall:

“Overall Driver Champion 500 Miles Porsche Sprint Challenge Central Europe 2026”

eProAM:

“ProAM Driver Champion 500 Miles Porsche Sprint Challenge Central Europe 2026”

eAM:

“AM Driver Champion 500 Miles Porsche Sprint Challenge Central Europe 2026”

eMasters:

“Masters Driver Champion 500 Miles Porsche Sprint Challenge Central Europe 2026”

eRookie:

“Rookie Driver Champion Porsche Sprint Challenge Central Europe 2026”

17.3 Lady Champion

The Lady-Driver with the overall highest number of points according to the Lady Classification of the best 5 race results after all of the races in the PSCCE 2026 wins the title:

“Lady Champion Porsche Sprint Challenge Central Europe 2026”

There will be no podium for Lady Classification during the events. Trophies will be awarded to the top 3 classified Drivers on the final Championship Dinner and official prize giving ceremony.

17.4 Rookie Champion

The Rookie-Driver with the overall highest number of points according to the Rookie Classification of the best 5 race results after all of the races in the PSCCE 2026 wins the title:

“Rookie Champion Porsche Sprint Challenge Central Europe 2026”

17.5 Team Champion

The team with the overall highest number of points according to the Team Classification with the best 5 race results of all races in the PSCCE 2026 wins the title:

“Team Champion Porsche Sprint Challenge Central Europe 2026”

17.6 Prize Money

No cash prizes will be awarded.

17.7 Podium Ceremony

There is a podium ceremony for each race. The podium ceremony is a mandatory part of the event. Place and time are stated in the respective timetable of each event.

During the entire podium ceremony, the Drivers on the podium must wear the caps of the tire 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 pictures for the press.

Trophies will be awarded to the Drivers who finished 1st place overall as well as 1st, 2nd and 3rd of each classification racing except Pro and ePro.

The Drivers finishing the races in one of the above-mentioned positions must attend the prize-giving ceremonies on the podium.

All Drivers attending the podium ceremony must wear their driver suit as used during the race event. The driver suit zipper must be closed at all times and no other headdress than the official Michelin podium caps provided by PSCCE are allowed. Team representatives are not allowed to wear any clothing advertising for brands in competition to/with PSCCE and its partners.

If at an event less than 3 Drivers are registered for a specific category, only the winning Driver of the registered category will be called to the podium ceremony.

17.8 End of Season Winner’s Ceremony

Information about the annual “End of Season Winner’s Ceremony” will be given during the season.

18 Annex 1 – Table of Penalty Guidelines

Offence	Regulation Ref	Practice	Qualifying	Race
General				
Unsporting behaviour	Art. 3.4	Warning	Warning	Warning
Failure to comply with Race Director instruction	Art. 3.3	Warning	Warning	Warning
Failure to attend the Drivers' Briefing	Art 10.2	€ 350, - fine		
Competitor did not respect the 3-minute signal on the starting grid	Art 12.6	-	-	Warning or up to € 350, - fine to Competitor
Competitor did not respect grid before 1-minute signal	Art 12.6	-	-	Warning or up to € 350, - fine to Competitor
Failure to attend post session Driver weighing	Art 11.2	-	Warning / 5 grid penalty	-
Technical				
Car not presented in conformity at scrutineering	Art 11.1	-	Disqualification Last grid position	Disqualification
Technical non-compliance during event	Art. 11 + Technical Regs	-	Disqualification Last grid position	Disqualification
Parc Fermé violation	Art. 11.2 / 12.12	-	Fine or 5 positions grid penalty	Fine or Disqualification
Refueling violation	Art. 9.3 (k)	Warning	5 positions grid penalty	Disqualification
Underweight (including underweight of minimum driver weight)	Part B Art. 1.6 + Art. 11	-	Disqualification Last grid position	Disqualification
Contravention of regulations regarding wheels & tires	Part B – Wheels & Tires Section	Deletion of all lap times	Deletion of all lap times Last grid position	Disqualification
Pit				
Speeding in the pit lane (over 60kph)	Art. 9.2 (b)	€ 350, - fine to Driver		5-10-seconds time penalty
Unsafe release from working area	Art. 9.2 (e)	Warning	Fine to Competitor	5-seconds time penalty
Working in the fast lane	Art. 9.2 (d)	Fine to Competitor	Fine to Competitor	5-seconds time penalty
Failure to respect pit exit light	Art. 9.3 (i), (n)	Fine to Driver	Fine to Driver	30-seconds time penalty
Reversing under own power in pit lane	Art. 9.2 (a)	Fine to Driver	Fine to Driver	5-seconds time penalty
Obstructing pit lane / unsafe equipment	Art. 9.2 (h), (i)	Fine to Competitor	Fine to Competitor	5-seconds time penalty

placement				
Unauthorized persons in pit lane (under 16 etc.)	Art. 9.2 (j)	Warning / Fine	Warning / Fine	Warning / Fine
Violation of pit lane safety regulations	Art. 9.2	Warning / Fine	Warning / Fine	Warning / time penalty
Start Procedure				
False start	Art. 12.7	-	-	5-seconds time penalty
Jump start	Art. 12.7	-	-	Time penalty (min. 5 seconds)
Improperly overtaking during formation lap	Art. 12.7	-	-	Time penalty
Failure to maintain 2x2 rolling start formation	Art. 12.4 / 12.6	-	-	5-seconds time penalty
Excessive speed variation before start (70–90 kph)	Art. 12.6	-	-	5-seconds time penalty
Exit pit lane without authorization	Art. 12.6	-	-	30-seconds time penalty
Safety Car & Flags				
Ignoring yellow flag	ISC Appendix H	Fine to Driver	Fine to Driver / Grid penalty	Time penalty
Ignoring red flag	Art. 12.11	Fine to Driver	Fine to Driver / Grid penalty	Time penalty
Exceeding 80 kph under red flag	Art. 12.11	Fine to Driver	Fine to Driver / Grid penalty	Time penalty
Overtaking under Safety Car	Art. 12.9	-	-	Time penalty
Exceeding 5 car lengths under Safety Car	Art. 12.7 / 12.9	-	-	Time penalty
Not respecting restart procedure	Art. 12.9	-	-	Time penalty
Endurance Race				
Failure to complete mandatory pit stop	Art. 12.8.2	-	-	Disqualification
Minimum pit time not respected	Art. 12.8.2	-	-	Time penalty (minimum time deficit + 5 seconds)
More than 2 persons working on the car	Art. 12.8.2	-	-	10-seconds time penalty
Missing armbands for mechanics	Art. 12.8.2	-	-	Fine to Competitor
Refueling during Endurance Race	Art. 12.8.2	-	-	Disqualification
Loosening/opening seat belts before car stopped	Art. 12.8.2	-	-	Time penalty
Illegal work beyond permitted operations	Art. 12.8.2	-	-	Time penalty or Disqualification
Unnecessary slowing or stopping after leaving pit stop position	Art. 12.8.2	-	-	Time penalty (min. 5 seconds)

Driving Standards				
Causing a collision	Art. 13.1 + ISC	Warning	Warning / Grid penalty	Warning / Time penalty
Forcing another car off track	Art. 13.1	Warning	Warning / Grid penalty	Warning / Time penalty
Leaving the track and gaining lasting advantage	Art. 9.3 (c)	Warning	Lap time deletion	Warning / Time penalty
Unsafe rejoining of the track	Art. 9.3 (f)	Warning	Lap time deletion / Grid penalty	Time penalty
Dangerous driving	Art. 13.1	Warning	Warning / Lap time deletion / Grid penalty	Warning / Time penalty or Disqualification
Exceeded Track Limits		Warning	Lap time deletion	3x Warning, followed by 5-seconds time penalty for each further infringement

19 Annex 3 – Drivers Overall Badge Regulations



- A. Series Logo (width 130mm)
- B. Reservation for PSCCE (width 95mm)
- C. Michelin logo (width 130mm)

Genehmigt inklusive der Anhänge 01, Sticker Regulation & 03
sowie dem vorliegenden technischen Reglement
in Verbindung mit dem AMF-Schreiben vom 20.03.2026
vorbehaltlich behördlicher Genehmigungen und Auflagen unter Eintragungs-Nr. SE 11/2026
Österreichischer Automobil-, Motorrad- und Touring Club
Austria Motorsport

im Auftrag
Mag. Martin Suchý