

PORSCHE

SPRINT CHALLENGE
CENTRAL EUROPE



Technical Regulations

Season 2026

**Technical 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**

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 B - Technical Regulations

1 Technical Series Regulations

1.1 Summary of the eligible groups/classes

The Porsche Sprint Challenge Central Europe is a one-make Series with no group/class classification.

Only technically identical cars of the model Porsche 911 GT3 Cup, type 992.1, of the model years 2021, 2022, 2023, 2024, 2025 and which fully comply with these Regulations are eligible to participate. The cars must meet the technical specifications of these Regulations and Appendix J of the FIA International Sporting Code in full.

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

1.2 Principles of the Technical Regulations

In accordance with:

- Art. 251 and 277 (Group EII-SH) of Appendix J (FIA ISC) for Porsche 911 GT3 Cup cars
- General provisions, definitions and clarifications regarding the technical rules (DMSB Manual, blue part)
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of Porsche AG
- Software Information of Dr. Ing. h.c. F. Porsche AG
- Spareparts catalogues of the eligible vehicles

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

It is recognised that spare parts listed in the parts catalogue may be subject to a change of part number during the season. Therefore, a spare part which is identical to that shown in the parts catalogue (and which has the same function, working principle and location in the vehicle) but which bears a different part number may be used, subject to prior approval by Dr. Ing. h.c. F. Porsche AG Aftersales Department. Such approval shall be at the sole discretion of Dr. Ing. h.c. F. Porsche AG and it is the responsibility of the Competitor to ensure such approval, where granted, is documented and retained for inspection by the Technical Scrutineers.

1.3 General / Preamble

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its

dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations.

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

1.4 Driver equipment

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

Furthermore, wearing a helmet in compliance with the FIA Regulations (Appendix L of the ISC) is compulsory. All Driver equipment must be worn in accordance with the manufacturer's instructions (balaclavas inside racesuits, FHR systems correctly secured, etc).

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

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

Responsibility for the necessary modifications to the Driver's equipment in order to enable use of such a system and installation of same in the car in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

1.4.2 Drinking system

A drinking system may be used. Installation needs to be fixed using metal hardware and be able withstand a crash of 30G. Prior to installation it has to be approved by the technical scrutineers.

1.4.3 Cooling system

A cooling system with cooling vest may be used. Installation needs to be fixed using metal and/or carbon fibre hardware on the auxiliary weight base plate and be able withstand a crash of 30G. A helmet air cooling system may be used. Installation needs to be fixed using metal and/or carbon fibre hardware and be able withstand a crash of 30G. The connector on the helmet must be attached solely via a magnetic lock, allowing quick release in emergency situations without the need for tools. The system must not interfere with other required safety equipment, such as HANS devices, seatbelts, or fire-resistant apparel.

1.5 General Regulations

1.5.1 Permitted modifications and installations

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

The limits of the modifications and installations allowed are specified hereinafter. Any part worn

through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible vehicles in compliance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

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

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

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

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

The Entrant must submit a written application to the Series Organiser and obtain written approval before making any modification to a vehicle that deviates from the standard series specification. The Series Organiser will determine whether such modification is permitted.

1.6 Minimum weights and ballast

It is the entrant’s responsibility to always ensure that during the event the mandatory minimum combined weight of the vehicle, the remaining fuel on board, the driver equalisation weight and the driver (together with all driver equipment) is reached.

The mandatory combined minimum weight of Porsche 911 GT3 Cup (992.1) vehicles, with remaining fuel on board, driver equalisation weight and driver (together with all driver equipment) is 1370 Kg.

The minimum weight must also be observed when the levels of operating liquids are under minimum level, except fuel.

The Technical Scrutineers shall specify a weighing scale for the checking of weight of the vehicles and drivers. It is referred to here as the “official scale”.

The official scale is located in the Series technical scrutineering pit or in an alternative designated place.

The installation of ballast is permitted. Only original Porsche components (approved by the Organization) must be used. These must be installed in the provided holders at the position of the passenger’s seat in accordance with the illustration in Attachment 3. The original Porsche ballast weights are identified by spare part numbers.

1.6.1 Minimum vehicle weight

At no time during an event is the weight of a vehicle allowed to be less than the mandatory minimum weight. The minimum weight of a Porsche 911 GT3 Cup (992.1) vehicle is 1285kg.

The minimum weight consist of:

- the weight of the vehicle;
- the weight of the inboard camera (surveillance camera and/or FOM TV camera);

- the installed additional weights (excluding driver equalisation weight);
- the remaining fuel on board.

1.6.2 Minimum driver weight

The minimum weight of a driver is 85Kg. The minimum weight of a driver consists of:

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

It is the driver's responsibility to ensure that the sum of the installed equalisation weight plus his/her actual weight (including the parts of his/her personal equipment in the vehicle at the time of the order to weigh the vehicle) is reached at all times.

1.6.3 Determining the total weight of the driver and vehicle

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

If the vehicle and the driver (together with all driver equipment) are weighed in combination, the weight of weighing tolerance shall be added and the sum shall be referenced against the mandatory minimum combined weight, which must be reached.

If the vehicle and the driver (together with all driver equipment) are weighed separately on the official scale, the two weights of weighing tolerance shall be added and the sum shall be referenced against the mandatory minimum combined weight, which must be reached.

1.6.4 Weight changes during qualifying and race

During the qualifying and race, the weight of the vehicle is only allowed to be altered by:

- Changing from slick tires to wet tires or vice versa;
- Consumption of consumable materials and fluids.

On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-race technical scrutineering under no circumstances is weight allowed to be added to the vehicle or the driver.

1.6.5 Verification of the minimum weights by the participants on the official scale

Entrants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

1.6.6 Personal protective driver equipment during weighing

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

1.6.7 Weighing of vehicles

The vehicles are weighed as follows:

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

If a vehicle cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Scrutineers can assign other persons for this purpose.

1.6.8 Leaving the weighing area

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

1.6.9 Weighing after breakdown and vehicle remaining on circuit during qualifying and race

If a vehicle breaks down during the qualifying session or the race and the driver leaves his/her vehicle, he/she must be available to eventually determine his/her weight.

1.6.10 Determining the driver weights

After free practice, qualifying and race, all drivers must be available to eventually determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview.

The Drivers will be weighed individually. The determined weight is communicated verbally to the driver and additionally recorded in the Scrutineering App. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

1.6.11 Replacement and loss of vehicle parts

All vehicle parts that were replaced during the free practice, qualifying session and race can be considered when determining the weight instead of the replaced parts.

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

1.6.12 Parc Fermé rules for vehicle weighing

Vehicles that have been specified for weighing are subject to Parc Fermé Regulations. It is forbidden to add or remove any substance to/from the vehicle after it has been selected to be weighed. The same applies during the weighing process and after the end of the race. Excluded are actions of the Technical Scrutineers.

1.6.13 Weighing in below the minimum weight

If, during the post qualifying or post-race weighing procedure, the combination of vehicle and driver (including driver equipment) is found to be below the currently applicable minimum weight, the vehicle and driver (including driver equipment) will immediately be weighed together for a second and a third time on the same scales and in the same condition after the same session and with the same

measuring method (car and driver together or separated).

The maximum value of the 3 weights recorded is regarded as the actual weight of the combination of vehicle and driver (including driver equipment).

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

Falling below the minimum weight in the race will result in disqualification.

1.6.14 Regulations on the route to and in the weighing area

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

1.7 Emissions regulations

The current DMSB exhaust gas emissions regulations (DMSB manual, blue part) must be met. The vehicles must be equipped with two catalytic converters of the following specification: HJS catalytic converter according to **DMSB** homologation **DMSB -CAT-01-09-/15**

1.8 Noise regulations

For each event, all Competitors must carry both exhaust silencers for the vehicle: the standard exhaust silencer and the low-noise exhaust silencer. The Series Organiser may require the use of either version depending on the noise limits imposed by the respective circuit.

The following Porsche part numbers apply:

Standard exhaust silencer (ESD Standard): 9F1251051A

Low-noise exhaust silencer (ESD Low-Noise): 9F1251052C

The noise level will be determined in compliance with the DMSB-pass-by measuring method (mandatory for all circuit Events).

The current DMSB -noise regulations (see DMSB Manual, blue part) must be respected.

1.9 Advertising

1.9.1 Advertising on the driver's equipment/on the race car and start numbers

The current FIA/ASN prescriptions for competition number and for advertising on the driver's equipment/on the race car and start numbers (see DMSB Manual, blue part) must be respected. The provisions set out in this regulation also apply.

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

The advertising decals, logos, driver name and competition numbers as specified by the Series Organiser, must be affixed to all competing vehicles during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the “2026 Sticker Regulations”. The sticker regulations are agreed on with the ASN.

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

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

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

The drivers’ names, competition numbers and national identification markings must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the “2026 Sticker Regulations” (Attachment 2).

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

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

1.9.2 Commercial Partnerships and Sponsorship

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

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

The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by Porsche AG to bring the Series into disrepute is strictly prohibited.

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

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

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

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

Contravention of any of the advertising regulations may result in a fine of at least EUR 1,000, and/or refusal to participate in any event or exclusion from the event, in each case at the discretion of the Stewards of the Event.

1.10 Safety equipment

The cars must possess the following safety equipment in compliance with Article 277 of Appendix J to the FIA International Sporting Code (Group EII-SH) The on-board fire extinguisher system must be switched into position "Armed" and the red LED illuminated from the moment a car leaves its team area to travel to the pre-start area for each session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

1.11 Fuel type and single fuel

1.11.1 The following single fuel must be used:

The only permitted fuel is commercial, unleaded fuel from a supplier specified by the Series Organiser. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only this fuel is allowed to be used for the duration of the event.

1.11.2 Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's vehicle at any time during the event. The Competitor must ensure that at any time from the commencement of pre-start for any session or race until the car is released from Parc Fermé at the end of the respective session or race (Subject to removal of fuel for the weighing procedure) a minimum of 2.0 Kg of fuel can be taken from the corresponding removal point (defueling coupling of the fuel cut-off valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the petrol pumps designated above. If the Technical Scrutineers order to defuel the car (for example to check the minimum weight of the vehicle without residual fuel), a fuel sample according to ASN regulations may be taken prior to defueling the vehicle.

1.11.3 Refueling, Refueling installations and control

All additives are prohibited. Fuelling and refuelling of the vehicles during free practice, qualifying and the race is forbidden. Refueling during the break between qualifying sessions is also prohibited. Refueling in the pitlane is prohibited at all times. All chemical changes to the fuel are forbidden.

Any operations involving the handling of fuel require the proper grounding to earth of the car and all equipment involved; in addition, there must be two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fuelling system may be chosen by the Competitor according to their needs (size, pump speed, etc.) however no safety aspect of the system

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

Should there be any circumstances where a competitor is unable to use the closed-circuit fuelling system, then with the permission of the Technical Scrutineers, any fuel operations must be performed outside the Team tent or pit in a fenced and gated area of at least 5m in each direction of the car. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). The car and all equipment must be grounded to earth properly and at least two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers with stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, Competitors, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the Competitor to ensure that such persons are excluded from the area.

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

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

1.12 Technical definitions

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

2 Specific Technical Regulations

2.1 General information

Technically identical vehicles with the designation Porsche 911 GT3 Cup (type 992.1).

The vehicles must comply with the requirements of these Technical Regulations. Technical acceptance of the vehicles is undertaken by the technical scrutineers.

In addition to the Technical Regulations according to Part 2 in these Regulations, the following specific Technical Regulations are applicable.

2.2 General vehicle description

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

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

2.3 Engine

2.3.1 General description

For Porsche 911 GT3 Cup (992), MY 2021- 2025

- Water-cooled six-cylinder boxer engine
- Sealed
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm Max.rpm: 8,750 rpm

- Single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with ASN certified catalytic converter Engine control unit Bosch MS 6.6
- Single-mass flywheel
- Required fuel quality: minimum 98 octane, unleaded, to E20

All components must be in the delivery condition described in the vehicle manual.

For all participating vehicles:

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

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

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

Before the engines are delivered and refitted, a new seal shall be affixed at Porsche AG.

2.3.2 Engine electronic control units

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

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

2.4 Power transmission (gearbox/differential lock)

2.4.1 General description

For Porsche 911 GT3 Cup (type 992), MY 2021- 2025 vehicles only:

Porsche six-speed sequential dog-type gearbox

Sealed (for warranty purposes only)

Gear ratios:

Ring & pinion gear	15/23	i = 1.533
Final drive	16/39	i = 2.438
1st gear	13/41	i = 3.154
2nd gear	17/40	i = 2.353
3rd gear	20/37	i = 1.850
4th gear	24/36	i = 1.500
5th gear	24/30	i = 1.250
6th gear	28/30	i = 1.071

Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger Mechanical limited slip differential

Three-plate sintered metal race clutch
Paddle shift with electronic shift barrel actuator

2.4.2 Ramp breakover angle

The ramp breakover angle of the differential lock is 52° (traction) and 35° (overrun). The ramp angles are determined from the axis of rotation (Attachment 4). The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

2.4.3 Transmission emergency function

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

2.4.4 Engine oil quick refill

The use of the optional “oil quick filling kit” as shown in the catalogue is permitted, as long as the mounting is compliant with the Porsche AG’s official mounting instructions. The hole in the engine lid necessary to fit the quick oil fill must be fully covered by clear heli tape. The use of the engine oil quick fill in pitlane during any Porsche Sprint Challenge Central Europe event is prohibited.

2.5 Lubrication system

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during any event. The addition of any additives or any chemical changes to the lubricants are prohibited.

Engine:

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

Transmission:

Mobilube 1 SHC 75W-90 transmission oil is compulsory

2.6 Brakes

2.6.1 General description

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

Two independent brake circuits incorporating front and rear axle brake pressure sensors, Driver adjustable brake force distribution via brake balance system

Racing brake pads Optimized brake ducts

Ergonomic brake pedal positioning

Only use of the original Porsche ABS/ TC system is allowed.

- ABS ADAPTER HARNESS
- G sensor ABS and TC

Only standard master brake cylinders are permitted for the 2 brake circuits on the
Front axle (diameter: 19.1 mm) and
Rear axle (diameter: 17.8 mm).

Front axle:

- Aluminium 6-piston fixed callipers, one piece

- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminium disc bells

Rear axle:

- Aluminium 4-piston fixed callipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminium disc bells

2.7 Wheel suspension

Wheel suspension

Forged control arms & top mounts:

Stiffness optimized

Heavy-duty spherical bearings with dust protection

Wheel hubs with centre-lock wheel nut

Shock absorbers with motorsport specific valve characteristic, non-adjustable

Double-blade-type adjustable anti-roll bars

Tire pressure monitoring system

2.7.1 General description front axle

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

2.7.2 General description rear axle

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

General description rear axle:

Multilink rear suspension, adjustable in height, wheel camber and track

Double shear track rod connection

Racing shock absorbers

Double-blade-type adjustable anti-roll bar

Tire pressure monitoring system

2.7.3 Allowed adjustments

The suspension is permitted to be modified within the scope of the specified setting range.

All genuine parts must be retained. The maximum permissible combined thickness of the spacer washer in the front and rear axle control arms are:

- Front axle 19.0 mm
- Rear axle 13.0 mm

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

A change to the maximum permissible combined thickness of the spacer washers in the front and rear

axle control arms and/or camber values can be announced by Stewards' bulletin at any time before or during any event.

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

All bearing points of the front and rear control arms must be left in the position in which they are delivered. The adjustment of the excentre screw at the front upper control arm mounting bracket, within its specified setting range, is permitted.

2.7.4 Anti-roll bars

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed. Only the respective setting options given in the Technical Manual are permitted to be used.

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the spare parts catalogue are permitted to be used to compensate for the axial clearance. Only the original Porsche Anti-Roll Bar for a Porsche 911 GT3 Cup (type 992.1), MY 2021-2025 must be installed.

2.7.5 Shock absorbers/springs

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

2.8 Wheels (flange + rim) and tires

2.8.1 General description

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

Front axle 12J x 18 ET 23.5 mm

Slick tire size: 30/65 R 18 Porsche Cup N3

Wet tire size: 30/65 R 18 P2L

Rear axle 13J x 18 ET 44.5 mm

Slick tire size: 31/71 R 18 Porsche Cup N3R

Wet tire size: 31/71 R 18 P2L

2.8.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tire pressure and temperature sensors. Only the use of the original metallic or plastic valve caps is allowed and strictly enforced for all races. The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

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

2.8.3 Tires

Only the version of Michelin tires approved for the Series with the following specification and supplied by the official supplier announced by the Series Organiser is allowed to be used for the duration of the events and the official tests.

Porsche AG suggests that all competitors follow Michelin's recommendations and instructions relating to tire pressure and set-up. Only atmospheric air is allowed to be used to inflate the tires. It is not permissible to refit or rotate the tires on the rims. If there is a technical regulation for the direction of rotation from the tire manufacturer, it is prohibited to mount or use the tires against this direction on the car.

Slick tires

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

Rain tires

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

2.8.4 Ordering of tires

The tires for the relevant event must be ordered from the official tire supplier at least ten working days before the start of the competition (Article 2.1.7.a of the FIA International Sporting Code refers) using the official order form. Only tires ordered through the Series Organiser will be mounted during the event.

Tires that have not been mounted and marked by the Series Organiser will not be disposed of by the Series Organisation.

2.8.5 Route to and from the pit lane

The route to and from the pitlane for the free practice may be taken on rain tires. The route to and from the pitlane for qualifying session may be taken on rain tires.

2.8.6 Tire marking

At each race event for the duration of the event, a maximum of 3 sets of slick tires for the front axle and rear axle of each vehicle must be marked by the Technical Scrutineer. The amount can be adjusted by the Organizer in accordance with the Technical Scrutineer. One of these 3 sets must be designated and marked for use in the Endurance Race only. As tires are allocated to a competition number and not to a driver, the tire rule for already entered competition numbers applies.

2.8.7 Free practice and Warm Up

For the free practice and warm up session's tires do not need to be marked by the Technical Scrutineer.

2.8.8 Qualifying and race

Only the tires marked for the relevant race event are allowed to be used for the respective qualifying and race. Only correspondingly marked tires are allowed to be taken into the pitlane for qualifying and the race of the respective event.

2.8.9 Joker Tires

If the entrant wishes to use joker tires, then he must notify the Technical Scrutineer minimum half an hour before the next session. Joker Tires are permitted at the discretion of the Championship promoter, liable to the following regulations:

- After the eighth joker tire used during the championship, a 5-place grid penalty for the next race shall be applied for every single joker tire.
- If three joker tires are used during the same event, a 5-place grid penalty for the next race shall be applied.

In this case, marking of the tires by the Technical Scrutineers is necessary.

2.8.10 Treatment

All chemical, mechanical and thermal treatment of the tires is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns of any kind to help the removal of rubber abrasion and stones ("tire scraping") is prohibited. The use of heated covers, materials or other means that change the temperature of the tires is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tires are not allowed to be covered. This applies for slick as well as rain tires.

2.8.11 Tire logs

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

All tire logs must be presented signed to the Technical Scrutineers before the start of the respective session for which the tires are allowed to be used. No tire is allowed to be used that is not listed on a signed tire log that has been handed over to the Technical Scrutineers before the respective session.

2.9 Bodywork and dimensions

2.9.1 General description

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

Lightweight exterior:

- Carbon-fibre reinforced plastic doors with quick release push button
- Carbon-fibre reinforced plastic rear lid with integrated quick-release fasteners; removable Carbon-fibre reinforced plastic adjustable rear wing with 'swan neck' mounting (11 positions)
- Polycarbonate windows with hard coating

- Rear underbody panelling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 cockpit:

- Carbon-fibre reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight aligned towards Driver
- Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons
- Adjustable steering column with steering angle sensor
- Safety nets (centre and Driver's side) in accordance with latest FIA safety regulations
- Optimized cockpit ventilation featuring airflow directed at Driver
- Racing bucket seat in accordance with FIA Standard 8862/2009
- Infinite longitudinal adjustment, two positions for height and inclination adjustment
- Padding system in three sizes to adapt seat to individual Drivers
- Preparation for seat ventilation
- Six-point racing safety harness
- FT3 safety fuel cell (approx. 110 litres) and dry break couplings for fueling and draining using a fully enclosed system
- Fuel-Cut-Off' safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the car

Colours:

Body painted with water-based paint

- Exterior: GT-silver-metallic (M7Z)
- Interior: GT-silver-metallic (M7Z), without clear lacquer finish
- Rims: Platinum semi-matt (0B5) Rear wing in naked carbon

2.9.2 Overall car dimensions and overhangs

The total length of the car is 4,585 mm (180.51 inch) +/- 15mm.

The track width of the front axle measured at the centre of wheel hub plugs is 1885 mm (74,21 inch) +/- 10mm.

The track width of the rear axle measured at the centre of wheel hub plugs is 1855 mm (74,21 inch) +/- 10mm.

The front overhang is 1,036.0 mm (40,79 inch) +/-15.0 mm, measured from the middle of the wheel of the front axle to the leading edge of the car (first point in the direction of the longitudinal axis, incl. front lip).

The rear overhang is 1,081.0 mm (42,56 inch) +/-15.0 mm, measured from the middle of the wheel of the rear axle to the rear edge of the car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

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

2.9.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

2.9.4 Windscreen

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

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

2.9.5 Side and rear windows

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

2.9.6 Cockpit

Seat

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

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

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

- The foam used for the padding must be the same material as the one used on the head rest by the seat manufacturer.
- The padding must be properly fixed to the seat.

Any addition or removal of material below the surface shown in black is forbidden.

Any modifications or addition of paddings outside of the prescriptions above must be presented to the Technical Scrutineers for approval.

A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, coloured in black. The proof of fire resistance has to be provided by the competitor. The use or change is subject to approval by the Series Organiser/Technical Scrutineers. The original seat mounting (seat rails and bracket) must be retained and must not be modified.

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

Ventilation in the passenger compartment

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

Safety nets

Every car must be equipped with the after-sales safety nets as specified in the valid spare parts catalogue and mounted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting

instructions.

Additional roof hatch accessories

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

Ground clearance of car

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

For the entire duration of the event the ground clearance of the front axle is to be a minimum of 72.0 mm and the clearance at the rear axle a minimum of 106.0 mm. The measuring points (see Attachment 5) at the front axle are the mounting bolts of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is permitted to be changed within the existing adjustment range.

The minimum ground clearance for the front axle, as specified above, must be achieved with undamaged and unmodified mounting bolts (part number N91253401). The height of an undamaged and unmodified mounting bolt head will be defined as 14.9mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 14.9mm, the difference will be taken into account.

2.9.7 Measuring location and method

The measurement of the minimum ground clearance is conducted on the measuring plate in the technical scrutineering area. The measuring plate is available to the participating teams to check the minimum ground clearance at all times in consultation with the Technical Scrutineers. The minimum ground clearance is checked using an appropriate height gauge for the axle to be measured in each case. The measurement is checked with the ready-to-drive car including the Driver on board, standing on the measuring plate. If the measuring gauges can be correctly accessed under the measuring points described above, the requirement to comply with the minimum ride height is satisfied. If the Driver is not available at this point, the Competitor must nominate a substitute person of the same or higher weight as the Driver in this session to take the Drivers place. The Technical Scrutineers may at any time at their absolute discretion check the ground clearance measurement with any set of tires allocated to the respective competition number and used during the session that the check is performed during or after. The Technical Scrutineers may also use instruments such as calipers or depth gauges to determine the car's ground clearance.

2.10 Aerodynamic devices

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

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

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

Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed.

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

2.11 Electrical equipment

From the “pre-start” to the end of the “Parc Fermé” during qualifying and racing, only the Series Organiser and personnel nominated by the Series Organiser are allowed to connect laptops/computers to the vehicles. Any breach of this regulation may result in the vehicle being disqualified from qualifying or racing.

In accordance with the series scrutineer, the Series Organizer shall be entitled to install an official data logger or a camera inside the car. After every practice or race this logger or camera can be read by the scrutineers or the Series Organizer. The driver is responsible for the perfect exercise of the logger or camera. Should the logger or the camera or a component of them (sensors, looms, etc.) be damaged or otherwise give reason to suspect malfunction, notice must be given to the scrutineers immediately and in written.

2.11.1 General description

10.3” Porsche color display

Porsche logger

Porsche power box

Fire extinguisher system (extinguishing agent: NOVEC gas)

Lightweight 12 V, 60 Ah battery (LiFePO4) leak-proof, installed in co-Driver’s footwell Digital touch panel with multi-color backlight

175 A alternator

Single-arm windscreen wiper with direct drive (intermittent and continuous operation) Three additional center console switches for additional power consumers

Data connection (data logger, video system)

2.12 LED Lighting system

- Main headlights
- Daytime
- Running lights
- Taillights
- Rainlight in compliance with FIA homologation regulation

Optionally, the usage of the following electrical equipment from the spare parts catalogue is permitted:

AS SENSOR GPS

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

2.13 Fuel circuit

Is defined by the spare parts catalogue and must not be modified.

The running of the car using the service position of the fuel pumps is prohibited, as long as there is no technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.

2.14 Data transfer

2.14.1 Radio system

Radio systems are allowed for voice radio only. The Driver can be connected to the radio system during every session from the point of leaving the pre-start area until the car is parked in Parc Fermé. Further modifications to the radio system are not permitted.

The radio must be permanently attached and secured to the vehicle while driving.

When mounting fixed speakers in the Driver's helmet, the FIA helmet regulations must be strictly observed. In the case of any ambiguity, the Driver/ Competitor must produce proof that the components used are suitable for use in the car (fire prevention, etc.)

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

The Driver/Competitor is responsible for possessing a valid radio license in each respective country. The organizer does not issue radio licenses and is not responsible for obtaining them.

2.14.2 Data recording

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

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

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

No live data transfer or transmission of photos or videos to the pit is permitted. The use of technical devices such as live telemetry is prohibited.

2.14.3 Other radio-based or electronic devices

In accordance with the series scrutineer, the Series Organizer shall be entitled to access data from an officially installed data logger or an onboard camera in the car. After every practice or race, this logger or camera may be accessed by the scrutineers or the Series Organizer."

The camera is subject to the Parc Fermé regulations and can be accessed up to 45 minutes after each session by the scrutineers or the Series Organizer. This does not affect the protest period.

Each vehicle, including those not classified, must be equipped with at least one onboard camera. This camera must be centrally mounted inside the cockpit and face forward through the windshield.

The positioning of the camera must be approved by the Technical Scrutineers during scrutineering. Any subsequent changes to the camera position are not permitted. This applies equally to vehicles that are not classified. Onboard cameras of these vehicles are subject to the same handling and access restrictions as for classified vehicles and may not be moved, removed or tampered with at any time during the event.

The camera must be securely fixed to the vehicle using a metal bracket that is bolted to the chassis. If a plastic bracket and/or clamping device is used, an additional metallic tether (rope/cable) must be installed as a safety measure. Suction cup mounts are not permitted under any circumstances.

It must be ensured that video recording starts at the beginning of each session and continues uninterrupted until the car is parked after the session.

The media recorded by the onboard cameras is solely used by the Technical Manager, the Stewards and the Race Director for the purposes of safety, technical and judicial inquiries. The video material must be made available on a screen by the Race Director upon request.

The media may be shown to relevant Competitors' representatives or Drivers as part of any safety, technical or judicial inquiry but is not permitted to be copied, filmed, photographed or otherwise replicated in any form to any person. The media will normally be erased after each session at an event.

2.15 Miscellaneous

2.15.1 Seals

The following seals are affixed at the works:

Engine:

- Valve cover, left (1x)
- Valve cover, right (1x)
- Oil pump bottom (1x)
- Engine control unit
- Motronic control unit: Connector for control unit wiring harness (2x)

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

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

2.16 Cameras

Only in-board or on-board cameras (V-Box, Race Navigator or GoPro) which have been approved by the Series Organiser and/or FOWC are allowed. For image rights and copyright, see Art. 18 Part 1: Sporting Rules.

PSCCE organization reserves the right to install in-car cameras in any or all race vehicle for the purpose of providing video footage for the PSCCE video/TV production.

Individual competitors may also apply to PSCCE organization to fit their own in-car cameras providing the mounting meets the necessary safety requirements. These camera installations will be subject to approval by PSCCE organization and the series scrutineer.

Those camera systems used and fitted by the individual competitor shall always be fixed by a screw or threaded coupling and secured. Fixing through adhesive material is not permitted.

No advertising marks, stickers or logos will be permitted to be displayed in front of the in- car cameras without the prior written consent of PSCCE organization.

The PSCCE organizer shall have the exclusive right to procure the filming of each race and any other part of the event for television and/or other media and to license and otherwise exploit rights arising from such filming in their absolute discretion. No car may participate in a race or any other part of the events if it contains an in-car or on-car moving picture device in circumstances where the PSCCE organizer has not required or given its prior written consent to the presence and operation of that device.

2.17 Notes

Everything that is not expressly permitted in these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules (in consultation with the ASN).

Attachments / Drawings

2.18 Attachment 1 - Badge Regulations 2026

In due time prior to the first race event, all teams entered for the 2026 Series will receive an adequate number of the obligatory badges for their drivers' racing overalls if necessary. All obligatory partners must be sewn or printed onto the drivers' overalls in accordance with the specifications.

Please note that for the embroidery and affixing of badges to drivers' overalls homologated in accordance with FIA Standard 8856-2000 or 8856-2018 the following applies: Embroidery sewn directly onto the driver's overalls shall be stitched onto the outermost layer only. Use of the flame-retardant material (NOMEX) in conformity with ISO 15025 is recommended.

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

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



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

2.19 Attachment 2 – Sticker Regulations 2026

Porsche Sprint Challenge Central Europe – Sticker Regulation 2026



No.	Qty	Size in mm (W x H)	Colour	Logo	Positioning
1	2	280 x 66	MOBIL 1 original colours	MOBIL 1	Front bumper, left and right
2	2	235 x 235	White with black frame	Starting number plate, incl. PSCCE logo	Left and right door
3	2	235 x 70	-	Reservation PSCCE	Left and right door
4	2	-	-	Reservation PSCCE	Side left and right
5	2	-	-	Reservation PSCCE	Side left and right
6	2	-	-	Reservation PSCCE	Side left and right
7	2	-	-	Reservation PSCCE	Side left and right
8	2	45 height	Black or white	@porschessprintchallenge	A-pillar left and right
9	2	50 height	Black or white	Drivers nationality flag	Roof rail left and right
10	2	50 height	Flag colour	Drivers name in cap	Roof rail left and right
11	2	280 x 117	White on black	#PSCCE	Rear wing side plate left and right
12	1	280 x 56	MICHELIN original colours	MICHELIN	Rear bumper left
13	1	280 x 66	MOBIL 1 original colours	MOBIL 1	Front bumper centered
14	1	526 x 32	Black or white	Porsche 911 GT3 Logotype	Rear lid centered
15	1	280 x 56	MICHELIN original colours	MICHELIN	Rear bumper right
16	1	527 x 97	Lechner Racing original colours	LECHNER RACING	Front bumper
17	1	557 x 120	MICHELIN original colours	MICHELIN	Front bumper
18	1	200 height	White	Starting Number	Windscreen top left corner
19	1	1244,5 x 133,7	Original colours	Porsche + 75 yr Porsche Motorsport	Windscreen
20	1	107 x 107	Original colours	E for Extinguisher	Front bonnet right (front view)
21	1	107 x 107	Original colours	Flash for current interrupter	Front bonnet right (front view)
22	1	1500 x 280	White on black	PORSCHE Logotype	Rear Wing
23	1	200 height	White	Starting Number	Rear window centered
24	2	40 x 40	Red with white outline	Mounting of integral 2-mount rescue device	Roof



Please note

1. The blue framed sticker positions are strictly reserved for PSCCE.
2. The obligatory stickers are to be obtained only from PSCCE.
3. The distance between stickers must be at least 30 mm.

Exclusivity rule:

Team sponsors who are competitors of the official Series partners of PSCCE are not permitted under any circumstances. It is prohibited to communicate advertising on the vehicle for companies and products that are in competition to PSCCE or its Series and cooperation partners.

With regards to the exclusivity of the Series and cooperation partners of PSCCE the following rules apply (the exclusivity rule refers either to the industry sector or to the defined product range of the company):

1. Mobil 1 is the exclusive partner for the product area "Lubricant". The teams are therefore prohibited from communicating advertising for companies and products that are in competition with Mobil 1 lubricants.
2. For the product area "Fuel", teams are allowed to advertise for other companies only under the following conditions and after submitting a written request to PSCCE:
 - The product brand "Fuel" must be clearly distinguishable from the group brand. Only the product brand "Fuel" is allowed to be communicated. Examples: V-Power or Ultimate
 - Max. one team with up to 3 vehicles is allowed to be supported for each product brand
3. BWT is the exclusive partner for the product area "Water" and "Water Disinfection". The teams are therefore prohibited from communicating advertising for companies and products that are in competition with BWT products.
4. In general, the following applies: No exemption is possible for partners of exclusivity category 1. For partners of exclusivity category 2, one release is possible on written request per product category and per team. The classification in exclusivity 1 and 2 will be defined individually per partner and is published in the separate list.

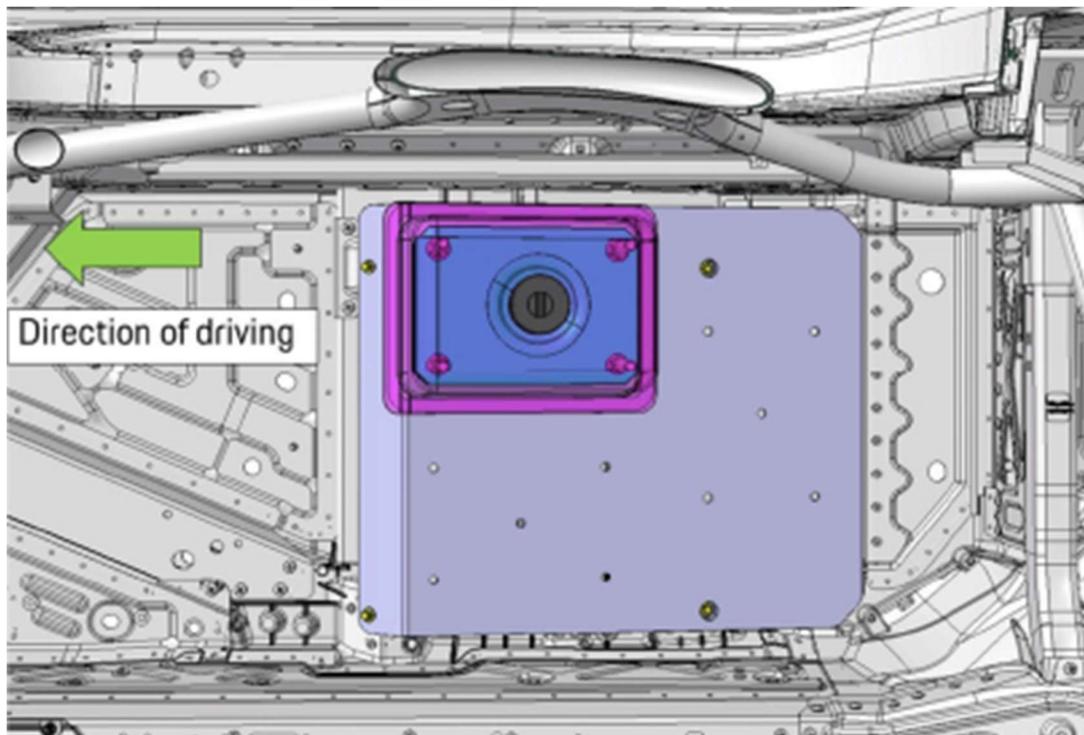
This is not valid for the ongoing season if the Series or cooperation partner cannot be communicated by the first event. The date of the contract signing is pivotal.

The current status can be requested from the Series Organisers where necessary.

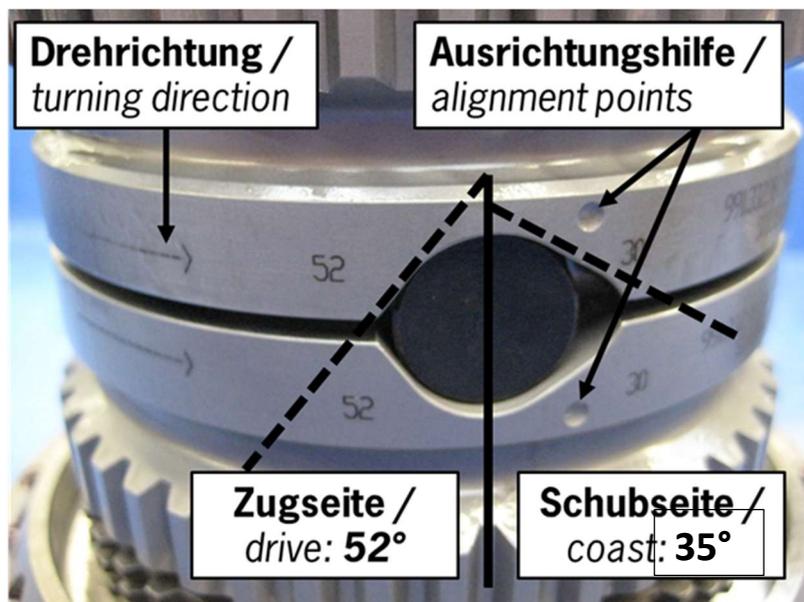
In case of questions, please contact the Championship Organiser.

2.20 Attachment 3 – Ballast weights

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



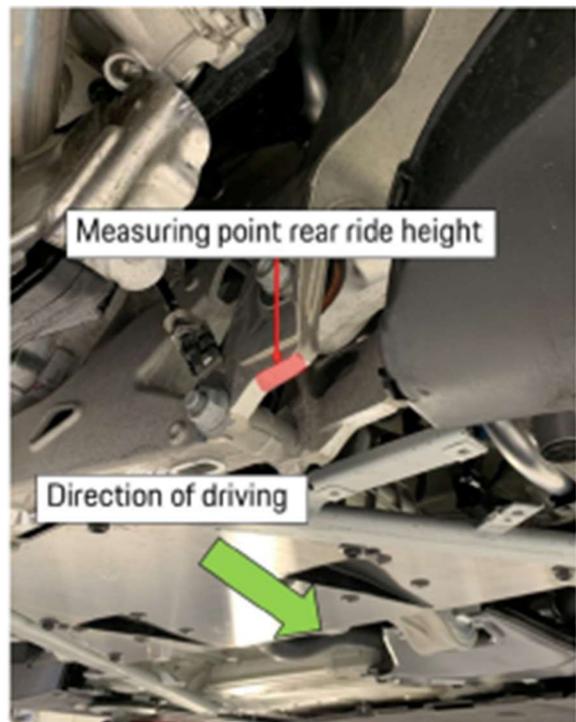
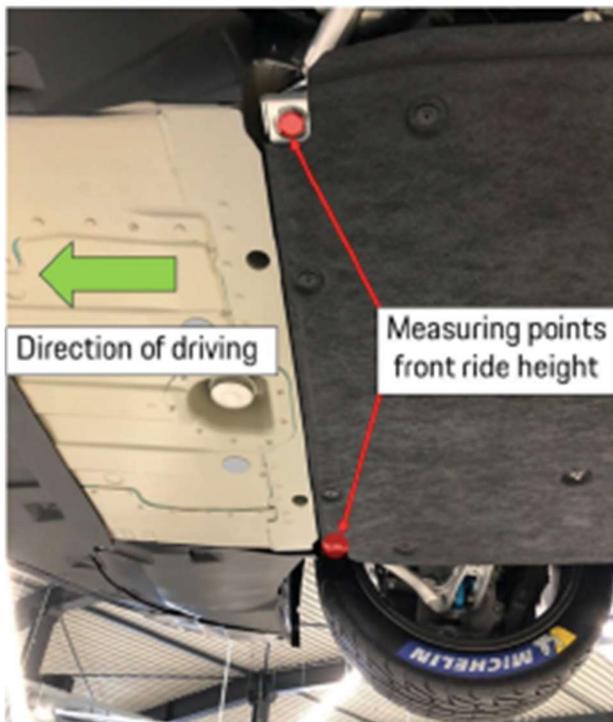
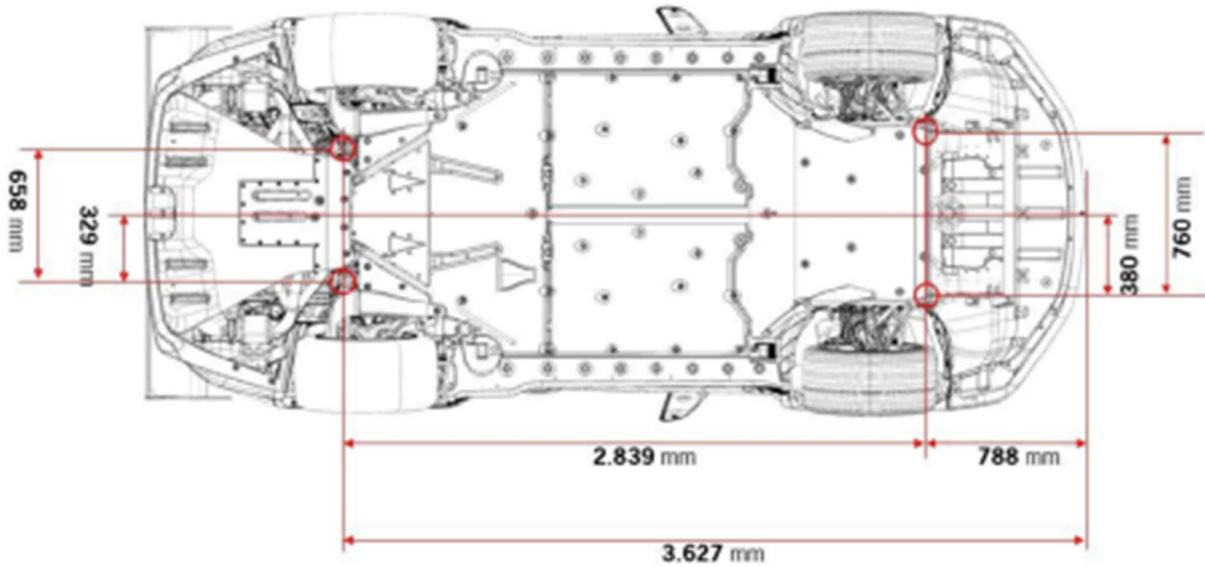
2.21 Attachment 4 – Differential lock ramp breakover angle for Porsche 911 GT3 Cup cars



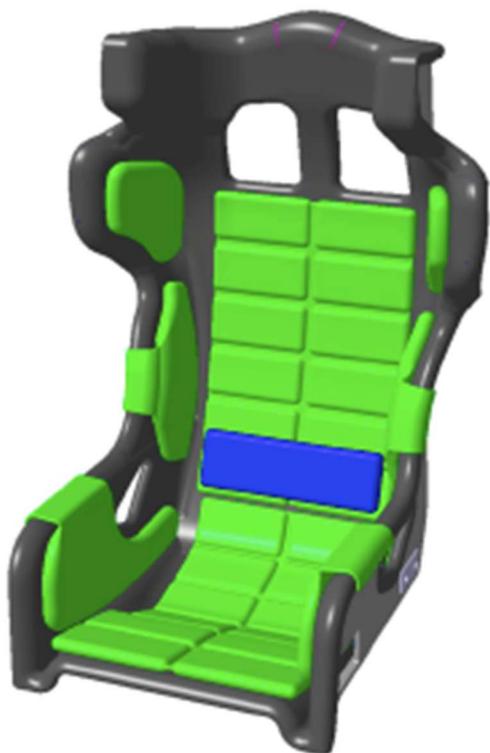
2.22 Attachment 5 –

Ride height measuring points, for Porsche 911 GT3 Cup cars only:

Positionen Fahrhöhenmesspunkte/ ride height measuring positions



2.23 Attachment 6 – Seat padding, for Porsche 911 GT3 Cup cars:



Genehmigt 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