

Porsche Sprint Challenge North European Zone Sporting and Technical Regulations 2024



Porsche Racing Club
Finland



PORSCHE

SPRINT CHALLENGE

NORTH EUROPEAN ZONE

General Regulations for Series run on Circuits / Automobile Sport

Name of the Series: Porsche Sprint Challenge NEZ

Status of the Series/Events: National

Porsche Racing Club Finland ry through PRCF Events Oy, hereinafter called the Series Organiser, is hosting the Porsche Sprint Challenge NEZ for 2024.

Organisation: Porsche Racing Club Finland ry (PRCF) and PRCF Events Oy

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Ver. Draft 1.01.2024

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These Regulations consist of 80 pages including 14 attachments.

Part 1: Sporting Regulations

1. Introduction

The Porsche Sprint Challenge NEZ Series (PSC NEZ), hereinafter called the Series, is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code) and the National Sporting Regulations of the AKK. It will be run in conformity with these Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of Article 277 of Appendix J to the FIA International Sporting Code.

The Series will be run in accordance with the above regulations and is supervised by the NEZ Racing Commission in association with respective ASN's Racing Commissions or their representatives within the NEZ.

For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Porsche Sprint Challenge NEZ Regulations, followed by the AKK Regulations. Matters relating to a specific competition will be included within the Supplementary Regulations for the relevant event.

The Series in 2024 consists of 12 races, held at 6 events organised as circuit races. However, the Series Organiser reserves the right to invoke the provisions of articles 3.2(c) should circumstances mean it is not possible to run all 12 races.

The Series is supported by the following companies*:

- Michelin Reifenwerke AG & Co. KGaA
- ExxonMobil Oil Corporation - Mobil 1
- Porsche Finland
- Porsche Estonia
- Vauhdiin Maailma
- Sporttveikot
- Eurowagon
- Tallink Silja

* Subject to change

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

2. Organisation

2.1 Series Organiser

Porsche Racing Club Finland through PRCF Events Oy, hereinafter called the Series Organiser, is hosting the Series in 2024.
The permanent office address of the Series Organiser is:

Porsche Racing Club Finland r.y. / PRCF Events Oy
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2.2 Name of the parent ASN

AKK - Motorsport ry.
Kellokukantie 7
01300 Vantaa
FINLAND

www.autourheilu.fi

2.3 ASN Visa/Registration

The Series is based on these Sporting and Technical Regulations and has been approved by the PSC NEZ and AKK

2.4 Organising Committee and Sporting Committee

2.4.1

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

- **Jyrki Aalto**, Series Manager
- Frank van Nunen, Sporting Director
- Rami Katajisto, Race Director
- Severi Sarkkola, Technical Support Delegate

Members of the Organising Committee may nominate additional members and delegate functions and responsibilities where appropriate to additional members of the Organising Committee where necessary.

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

2.4.2

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 Permanent Chairman of the Stewards;
- The Series Technical Delegate.

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

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

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

2.5 List of Permanent Officials

- **Jyrki Aalto**, Series Manager
- Frank van Nunen, Sporting Director
- Rami Katajisto, Race Director
- Priit Kurmiste, Chairman of the Stewards
- Jyrki Tuusa, Chief Scrutineer
- Severi Sarkkola, Technical Support Delegate
- **Katri Liuko**, Sustainability officer
- **Niko Silvennoinen**, Junior Scrutineer
- Kristian Hydén, Finance Coordinator

3. Regulations and legal basis of the Series

The Series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices;
- Sporting and Technical Regulations of this Series and AKK approved modifications and supplements (bulletins);
- Supplementary Regulations for Series events including modifications and supplements approved by AKK or the Stewards of the competition (bulletins). Where any aspect of the Sporting Regulations must be adapted for a specific event, the provisions of the Supplementary Regulations for that event will take precedence over the Sporting Regulations;
- AKK Event Regulations;
- AKK Circuit Rules, except where any special regulations are set out in the rules presented here;
- AKK Licence Regulation;
- AKK Legal System and Code of Procedure (RuVO); FIA Judicial and Disciplinary Rules;
- AKK Decisions and Provisions, AKK Environmental Guidelines, Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Code and WADA Code) as well as the Anti-Doping and Anti-Alcohol Regulations of the FIA;
- The "Application for Team Entry" or the "Application for Driver Entry" signed by the Competitor/Driver;
- FIA Code of Ethics and AKK Code of Ethics;
- Other FIA and AKK regulations as applicable;

3.1 Official language

For these regulations of the Porsche Sprint Challenge NEZ only the English text approved by the FIA/AKK is binding, except for the relating AKK regulations specified in Art. 3 (Regulations and Legal Basis of the Series), for which only the Finnish language is binding.

In case of interpretation, the AKK jurisdiction is the responsible authority.

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

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

- a) 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) The Supplementary Regulations for Series events may only be changed by the ASN of the event. Once the event starts, changes in the form of bulletins may only be made by the Stewards.
- c) The Event Organiser and the Series Organiser reserve the right to cancel or relocate an event or individual races, subject to approval by the ASN concerned and the FIA where the calendar is affected.
Claims for damages or performance shall be excluded in all such cases.

3.3 Porsche Sprint Challenge NEZ Code of Good Conduct

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

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

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

- a) Both on and off the racetrack, 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 so as 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.

Specific mandatory requirements or restrictions in respect of behaviour of participants, or specific conditions of participation, may be published by the Series Organiser in order to minimise the risks of, and maximise protection against, Covid-19 infection. These will be set out in the Porsche Sprint Challenge NEZ Covid-19 Safety Procedures document (the latest version of which will be valid and available from the Series Organiser).

It is essential that these requirements are followed by all participants and any breach of these requirements would be deemed a serious infringement of the Porsche Sprint Challenge NEZ Code of Conduct.

Competitors (entrants) are responsible for ensuring full compliance by every person associated with their entry at all times during every applicable event.

4. Entries and Series Classifications

4.1 Registrations/entries, closing dates and acceptance information

4.1.1 Permanent Team Applications

- a) Application for entry to the Porsche Sprint Challenge NEZ must be submitted by a Competitor using the official "Application for Team Entry" (that can be downloaded from the PRCF ry web page: www.porsche-racing-club-finland.fi) and must be received by the Series Organiser (jyrki.aalto@prcf.fi) no later than **15.03.2024**.
The original filled document is handed over to Series Manager at the first event.
If the completed "Application for Entry" is received later than this date, it may only be considered at the sole discretion of the Series Organiser. An extension to an already accepted application of a Competitor may be considered after the closing date.
- b) "Application for Team Entry" by a Competitor can be for 1 or more cars. The Competitor will receive a written confirmation if the entry has been accepted.
- c) Each Competitor must nominate a representative on the entry form. If a Competitor is unable to be present in person at the competition, he must nominate his representative(s) in writing (text form sufficient) to the Stewards. A person having charge of an entered car during any part of a competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

4.1.2 Permanent and Non-Permanent Driver Applications

- a) A Competitor may apply for entry of a Permanent Driver or Non-Permanent Drivers for each permanently entered car. Both Permanent Drivers and Non-Permanent Drivers in permanently entered cars are eligible to score points for the Team Classification but only Permanent Drivers are eligible to score points in any Driver Classification.
- b) Non-Permanent Drivers may only participate with a permanently entered car with an entry of a permanent competition number in the Series. An application can only be for a single event and for an individual Driver – multiple entries will not be accepted. This restriction may be removed at the sole discretion of the Series Organiser.
- c) The official "Application for Driver Entry" form (as supplied by the Series Organiser) for Permanent Drivers must be received by the Series Organiser as a supplement to the "Application for Team Entry" by **15.03.2024**. The Series Organiser reserves the absolute right to accept or reject an application for a Permanent Driver that arrives after this time limit. However, if a late application is accepted the Driver will no longer be eligible to score points for the Driver Classification or the Team Classification unless the Series Organiser (at his sole discretion) accepts the delay in submission of the entry as being, exceptionally, a case of force majeure.
- d) With the submitted "Application for Driver Entry" a Permanent Driver must specifically indicate if he is applying for the Junior program or is eligible for the Masters weight equalisation.
- e) The official "Application for Driver Entry" form (as supplied by the Series Organiser) for Non-Permanent Drivers must be submitted to the Series Organiser at least 7 calendar days prior to the start of the competition concerned (ISC Art 2.1.7.a refers). The Series Organiser reserves the absolute right to accept or reject an application for a Non-Permanent Driver that arrives after this time limit.
However, if a late application is accepted the Driver will no longer be eligible to score points for the Team Classification unless the Series Organiser (at its sole discretion) accepts the delay in submission of the entry as being, exceptionally, a case of force majeure.
The "Application for Driver Entry" must be signed by the Driver and the Competitor.

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4.1.3 Guest Team Applications

- a) The Series Organiser may permit Guest Teams to participate in individual competitions. Guest Teams may take part without being eligible for points for the Team Classification on condition that they comply with the conditions of the Series Regulations and of the Supplementary Regulations for the relevant event.
- b) Guest Teams should apply for participation in a single competition no later than 28 calendar days prior to the start of the relevant competition (ISC Art 2.1.7.a refers) using an "Application for Team Entry" (as supplied by the Series Organiser). The Series Organiser reserves the right to accept or reject an "Application for Team Entry" of a Guest Team that arrives after this time limit.
There is no automatic entitlement to acceptance or participation in the Series.
- c) Each individual "Application for Team Entry" of a Guest Team by a Competitor must be for a minimum of 1 and maximum of 3 cars which are only entered for one competition at a time. Exceptions from this regulation are Guest Entries of a permanent Competitor for a third or fourth car which may be submitted under their existing Competitor licence for one event.
- d) Competition numbers for Guest Teams will be allocated by the Series Organiser. Any car previously entered by a Guest Team may retain its competition number if entered again later in the same Series.
- e) The Series Organiser reserves the right to enter cars under its own "Application for Team Entry" as Guest Team.

4.1.4 Guest Driver Applications

- a) The Series Organiser may permit Guest Drivers to participate in individual competitions. Guest Drivers may take part without being eligible for points for any Driver Classification on condition that they comply with the conditions of the Series Regulations and of the Supplementary Regulations for the relevant event.
- b) Guest Drivers should apply for participation in single competitions no later than 28 calendar days prior to the start of the relevant competition (ISC Art 2.1.7.a refers) using an "Application for Driver Entry" (as supplied by the Series Organiser). The Series Organiser reserves the right to accept or reject an "Application for Driver Entry" for a Guest Driver that arrives after this time limit.
- c) Guest Drivers may only participate with a car that is entered for a single competition. If a Guest Driver enters for a second or further competition he may use the same car as before, provided that the car has been entered again for a single competition. Guest Drivers may participate in a car that has been used by a previous Guest Driver with the same or different competition number. A car with an existing permanent competition number may not be by a Guest Driver.
- d) The Series Organiser reserves the right to enter Guest Drivers under its own "Application for Driver Entry".
- e) The Series Organiser also reserves the right to permit additional Guest Entries to individual competitions.
- f) The Series Organiser reserves the right, at its sole discretion, to permit Guest Teams and/or Guest Drivers to participate in the official Season Test(s). If permitted, this will be subject to certain conditions and/or costs which will be specified separately by the Series Organiser. No Guest Teams or Drivers will be permitted at the Season Roll-Out, where there is one, with the sole exception of Guest Drivers entered by the Series Organiser.

4.1.5 Acceptance of Team and Driver Applications

- a) The Series Organiser reserves the right to refuse any "Application for Team Entry" or "Application for Driver Entry" at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.
- b) Notwithstanding acceptance of any "Application for Team Entry" and/or "Application for Driver Entry", permission to participate in any Series competition is always subject to the satisfactory completion of the scheduled licence verification procedure at the relevant event.
- c) The Competitor will receive a written (electronically signed) confirmation if his Team Entry (Permanent Team / Guest Team) has been accepted.
- d) The Competitor will receive a written (electronically signed) confirmation if his Permanent Driver, Non-Permanent Driver or Guest Driver Entry has been accepted.

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

Originals in writing must be handed over to Series Manager at the first event.

4.2 Driver and Team Classification of the Series

Only Permanent Drivers who take part in all Series competitions during the season will be included in any of the final classifications.

4.2.1 Overall Classification

4.2.2 PSC NEZ Approved Cup

Classification for drivers with 911 GT3 Cup (gen. 991).

4.2.3 Masters

Classification for drivers who turn 55 years in 2024.

4.2.4 Junior Program

Porsche Sprint Challenge NEZ Junior Program is part of the Series official young driver's development program. The participation is voluntary and is made through the Driver registry.

To be eligible for participation in the program and to receive full support, the driver must;

- turn 15 years 2024
- be 23 years or younger when applying
- be enrolled for the full season
- take part in every competition and at all races at these Events (excl. technical reason)
- participate in all events Series promoter requires
- ensure peak physical and medical condition
- cannot be a member of the Porsche Motorsport Junior Programme

Junior Program slots will be allocated on a first come first serve basis.

All Competitors and Drivers participating in this programme must agree to provide access to the Cosworth data for data analysis and evaluation as required by the Junior Programme support personnel after each session. The Series Organiser ensures that the provided data will only be used for the specified purpose and no data and / or graphical analysis will be distributed to or shared with other Drivers or teams.

All Junior Program drivers have the opportunity to get the number of tyres as stipulated in the contract with the Series tyre supplier during the racing season. If the participant fails to take part in all Events, he will be automatically suspended from the program, and are no longer entitled to program support and the tyres delivered so far will be invoiced from the entrant.

4.2.5 Team Classification

Classification for team championship. Maximum of two (2) cars per team can compete for Team points in each event. If there are more than two cars entered under one Competitor licence, the Competitor must nominate two Drivers (Permanent or Non-Permanent) eligible scoring Team points for the corresponding competition in writing before the end of the administrative checks at each event of the Series.

4.3 General Entry Terms & Obligations

4.3.1 Commitment to participate

a) Competitor obligation

Upon registration of a Permanent Entry, a Competitor undertakes to participate with each registered car in the official Season Roll-Out (where there is one), all official Season Tests and all competitions of the Series in 2024 without exception.

b) Permanent Driver obligation

Upon registration of a Permanent Driver, the Driver undertakes to participate in all competitions of the Series in 2024.

c) Failure to participate

Any Competitor or Driver who fails or anticipates failing to fulfil the above participation requirements must inform the Series Organiser in writing (text form sufficient) at the earliest opportunity and in any event no later than 48 hours before the Season Roll-Out (where there is one) or Season Test (as appropriate) or the start of the relevant competition (Article 2.1.7.a of the FIA International Sporting Code refers), stating any mitigating reasons

The Series Organiser may request the Stewards to penalise a failure to comply with this deadline. The Series Organiser may at their sole discretion accept a request for nonparticipation from a Competitor and/or Driver.

Any failure to inform the Series Organiser or to submit any mitigating reasons may automatically be deemed a contravention of these Regulations.

Failure to participate may result in a fine of at least EUR 3000 per car and/or Driver. The Stewards shall decide whether the Competitor and/or Driver shall be subject to a penalty, taking into consideration if the Series Organiser has previously received and accepted a request for non-participation from the Competitor and/or Driver.

4.3.2 Authorisation

- a) With the submission of the "Application for Team Entry" or "Application for Driver Entry", Competitors and Drivers authorise the Series Organiser to submit entry forms on their behalf for those events which host races which form part of the Series in 2024.

Direct nominations to the promoters by the participants are not permissible.

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

4.3.3 Driver transfer between teams

Any Driver wishing to transfer from one Competitor to another must complete an "Application for Driver Entry" form and submit it to the Series Organiser.

A Driver transferring to another Competitor may not use the same competition number, but instead must use either the number of a car already entered by the new Competitor or a new number (allocated by the Series Organiser) if a new car is being entered by the Competitor.

4.3.4 Replacement of cars, engines, gearboxes or engine control units (ECU)

A Competitor may not replace a car that has already been entered and allocated a competition number, unless the car has suffered significant or irreparable damage at a preceding event or during an event.

Replacement of cars during an event

The Competitor must make a written application to the Stewards seeking permission to use a replacement car and it shall be at the sole discretion of the Stewards whether to accept or reject the application.

Where the Stewards accept such an application, that acceptance may be given subject to specific conditions. Where the replacement of a car is accepted after Qualifying it will normally be on condition that the car starts the race from the back of the grid

Replacement car has to be scrutineered and fulfil sticker regulations and have a competition number.

Replacement of cars between events

Any change of cars between events must be approved in advance by the Series Organiser in writing. The Competitor must request such a change in writing (electronically signed) prior to the event where the replacement car will be used, using the form provided by the Series. The Competitor will receive a written confirmation (electronically signed) if the change has been approved.

Replacement of cars, engines, gearboxes or engine control units (ECU)

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

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

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

4.3.5 Team transporters and transport vehicles

Each Competitor will be permitted with transporters and awnings in accordance with Article 17.1. These must be parked in the Competitor's designated paddock area and may contain an area at the rear specifically for team seating and relaxation.

4.3.6 Effectiveness of the regulations and ranking

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

4.4 Entry fees

4.4.1 Entry fee for the season

The registration & entry fee per car is:

- **until 31st January 2024** EUR 5000.- plus VAT*
- **until 15th March 2024** EUR 6000.- plus VAT*

*Prices do not include the value added tax as effective by law, if applicable

Series registering will open at the PRCF net page (www.porsche-racing-club-finland.fi) on 1.1.2024.

The Series registry will be copied as an Entry for every Event.

Possible cancellation must be submitted according to the NEZ / AKK / Series regulations.

The registration & entry fee includes:

- Series entry for Porsche Sprint Challenge NEZ
- Participation fee for events
- 1 set of stickers and competition numbers
- Porsche catering for three persons per car at each event
- Series Yearbook (Finnish and International)
- Sea transport as defined in the partnership contract
- Mobil oil benefit
- Michelin tyre support
- 1pcs ticket for series prize gala
- Spare parts service as agreed with partner
- Right to use Series photos
- Series Trophies
- Services at the Racetrack

Entry fee will be invoiced, plus value added tax as effective by law, by PRCF Events Oy after assessing the Applications.

The invoice is not a confirmation of acceptance of the Application.

Force majeure, labour disputes, civil disturbances, action by official bodies and other unforeseeable, unavoidable and serious occurrences, in particular restrictions and measures due to the Covid-19 pandemic, shall release the Series Organiser from its duties to perform regarding the aforementioned scope of services.

In case of cancellation of services, the Series Organiser will accordingly try to compensate the cancelled services with other services or refund a reasonable part of the entry fee to the Competitor.

4.4.2 Entry fees per event

Registration to a single Event must be done separately.

- The Guest Entry fee per car is EUR 1200 plus VAT*

*Prices do not include the value added tax as effective by law, if applicable.

The entry fee per car includes the following services:

- Participation fee for one race car per race event
- 1 set of stickers and competition numbers

Registering to the race to be done in advance with one identified car.

Change of a car / driver is possible up to two hours before the start of the Qualification.

The change fee is EUR 200 plus VAT*. Registered cars / drivers cannot be changed across.

A driver can take part in another racing class with the same or a different car.

The same car can also be used by another driver in another racing class.

The same car can be used by a different driver in another start, but he starts without qualification run, starts behind other drivers.

*Prices do not include the value added tax as effective by law, if applicable

Challenge Organisation may call a VIP-driver to drive without a single entry fee and without a series fee. He will not be counted as started and cannot get series points.

Entry fee will be invoiced, plus value added tax as effective by law, by PRCF Events Oy after assessing the Applications.

The invoice is not a confirmation of acceptance of the Application.

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

In case of cancellation of services, the Series Organiser will accordingly try to compensate the cancelled services with other services or refund a reasonable part of the entry fee to the Competitor.

4.5 Competition numbers

The Competitors will be allocated with a max 2 digit competition numbers by the Series Organiser for the entire season and to Guest Drivers for each event.

Once a competition number has been assigned to a car, the number will remain with that car for the remainder of the season and, if a change of chassis is necessary, the number (and corresponding tyre allocation) will be transferred to the new chassis.

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

5. Licences

5.1 Licence requirements

a) Drivers

Drivers holding a valid National Driver's licence issued by an FIA-affiliated ASN, who are registered for the Porsche Sprint Challenge NEZ 2024 series and have paid the registration fees are eligible.

b) Competitors

- PSC NEZ series are run as National, so a valid Driver's licence issued by an FIA-affiliated ASN can function also as a Competitor's licence.
- Competitors wishing to register with the Series must be in possession of a valid National Competitor's licence issued by an FIA-affiliated ASN and have paid the registration fees.

c) Age regulations

A driver may participate in the Series the year he turns 15 years.

5.2 Conditions for Competitors outside their national territory

AKK license holders and license holders by a NEZ ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

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

6. Insurance, liability exclusion and disclaimer

6.1 Organiser's / Promoter's insurance

The insurance company and policy number will be stated in the Supplementary Regulations for each event.

6.2 Declaration by the Competitor (entrant) and driver on the exclusion of liability, disclaimer of the car owner.

In accordance with AKK Event Regulations.

7. Events

7.1 Calendar of events

The 2024 Series consists of 12 races organised as circuit races at 6 events. At each event there will be two races. However, under exceptional circumstances should a race be cancelled or deferred then there may be more races at a subsequent event. Should a venue host more than one Series event on consecutive weekend, each race weekend will be considered a separate event. Should there be more than two race at any event, then each race will be considered a separate competition for the purposes of these regulations. It is the Competitor's responsibility to ensure there are no travel or other restrictions which would affect their participation in any event for which they have entered.

19.04. – 20.04.	Roll-Out, Test & Media day	Porsche Ring	Pärnu, Estonia
03.05. – 04.05.	BaTCC Season Opener	Porsche Ring	Pärnu, Estonia
17.05. – 18.05.	Porsche Sports Cup Weekend	Alastaro Circuit	Virttaa, Finland
14.06. – 15.06.	BaTCC Dewalt Grand Prix	Bikernieki	Riga, Latvia
28.06. – 29.06.	Porsche Festival Estonia	Porsche Ring	Pärnu, Estonia
09.08. – 10.08.	Estonian Grand Prix	Porsche Ring	Pärnu, Estonia
23.08. – 24.08.	Porsche Club Festival Finland	Alastaro Circuit	Virttaa, Finland

7.2 Maximum number of cars authorised

Subject to the maximum number of permitted cars being defined in the circuit licence, the Series Organiser limits the maximum number of permitted cars for permanently entered starters to 28 and to an overall maximum of 32 including Guest starters. Entries by the Series Organiser are excluded from the overall limit of 32. By exception and at the sole discretion of the Series Organiser, the maximum number of permitted cars may be increased.

8. Points for Classification

8.1 Awarding of points

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

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

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

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

- If at least 50% of the scheduled number of race laps have been completed (rounded down to the nearest whole lap), 100% points will be awarded.
- If less than 50% of the scheduled number of race laps have been completed (defined as above), 50% points will be awarded.

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

8.1.1 Classifications - Overall, Approved Cup NEZ, Junior and Masters

All results of the individual races count towards the final classification at the end of the year, there are no void or 'dropped' results. The Classifications are listed separately. The winner of each classification is the entered Driver with the highest total number of points from all races.

The winner of the 2024 Series is the entered Driver with the highest total number of points in the Overall Classification from all the races.

For the avoidance of doubt, Drivers will score points according to their places in the final race results; this will be irrespective of whichever classification they are in. Points will be awarded in accordance with the 'Table of Points' as set out in Article 8.2.

It is permitted for a Driver to change teams during a season (subject to Article 4.3.3) and to continue scoring points for a Drivers' championship.

Guest Drivers will not be awarded Classification points but may participate in any podium ceremonies as applicable. Permanent Drivers classified behind Guest Drivers in the race results from an event will move up within the points table accordingly.

8.1.2 Team Classification

The Team Classification is independent of the Driver Classification. The points of two cars entered under the same Competitor licence are added for the Team ranking.

Points for the Team Classification are awarded according to the official overall race result, irrespective of the several classification categories.

If there are more than two cars entered under one Competitor licence, the Competitor must nominate two Drivers (Permanent or Non-Permanent) eligible scoring Team points for the corresponding competition in writing before the end of the administrative checks at each event of the Series.

8.2 Table of points

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

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

Guest Drivers entered by the Series Organiser will participate but not be included in any Driver or Team classification.

(* Note that the rules regarding points scoring in relation to Permanent and Non-Permanent Drivers may mean that the effective classification order for the purposes of points scores for any round may differ between the Drivers and the Teams classifications.)

8.3 Equality of points

If an equal number of points is achieved by more than one Driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2024 Series. If, after application of this rule, a tie still exists, the decision is made based on the better results of the final race.

If an equal number of points in the Teams' Classification is achieved by more than one Team, the positions in the final classification are based on the highest Team score (i.e. the points of the two eligible Team scoring cars) in the final race. If a tie still exists, then the highest Team score in the penultimate race will be considered, and so on. Should a tie remain after Team scores from all races have been considered then the higher placed Team will be the Team with the highest placed eligible Team scoring driver in the final race.

8.4 Publication of points

Points and prizes classifications will be published by the Series Organiser in an official Team Information communication after the end of each event.

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

The points and prizes classifications will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Decisions of the Sporting Committee will not be subject to protest or appeal.

9. Title and trophies

9.1 Title Overall Winner

The Driver who has scored the highest number of points in the Overall Classification after all races of the 2024 Series will be awarded the title:

" Porsche Sprint Challenge North European Zone CUP - Champion 2024"

9.1.1 PSC Approved Cup NEZ Classification

PSC Approved Cup NEZ winner will be awarded the title "Porsche Sprint Challenge Approved Cup NEZ - winner 2024".

9.1.2 PSC NEZ Junior Program Classification

PSC NEZ Junior winner will be awarded the title "Porsche Sprint Challenge NEZ – Junior Driver winner 2024".

9.1.3 PSC NEZ Masters Classification

PSC NEZ Masters winner will be awarded the title "Porsche Sprint Challenge NEZ – Masters Driver winner 2024".

9.2. Trophies

Trophies will be awarded by the Series Organiser at each competition to the 1st, 2nd and 3rd classified Drivers. Other trophies may also be presented at each event.

Trophy will also be awarded by the Series Organiser at the end of the Series to the Team Champion.

PSC NEZ Approved Cup winner will be awarded at the end of the season.

PSC NEZ Masters winner will be awarded at the end of the season.

PSC NEZ Junior program winner will be awarded at the end of the season.

10. Private practice and testing

There is no restriction on private practice or testing.

11. Administrative Checks & Meetings

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

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

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

In accordance with Article 11.9.4 of the FIA International Sporting Code, the Series Organiser's digital notice board (Stack Team App) will serve as the official medium for announcements. All Competitors, Drivers and Officials will be given appropriate access details.

11.1 Timetable for administrative checks

See relevant Supplementary Regulations, Team Information communication or digital notice board (Stack Team App). Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Stewards.

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

11.2 Drivers' and Team Managers' briefing

The time and location of the Drivers' briefing will be published in the Supplementary Regulations of the event. All Drivers, together with their Competitor's Team Manager or other authorized representative, must be present throughout the briefing.

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

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

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

The Drivers' Briefing at events may be delivered by way of video conference or by digital presentation with Race Director voice-over which will be made available to teams electronically, along with written briefing notes.

In this case, all Competitors and Drivers must submit, by the time specified in the Official Timetable for the event, a signed declaration that they have viewed and understood the presentation.

An opportunity will be provided for any questions to be raised with the Race Director and any such questions and answers will be made available to all Competitors and Drivers.

12. 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. The names of the scrutineers will be stated in the Supplementary Regulations for the event or in a Stewards' Bulletin. They may be provided by the promoter or 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 Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorised to give instructions in this respect to the Competitors.

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

12.1 Initial Scrutineering

At each competition, the Competitor must present his car and the Driver must present the compulsory Driver's safety equipment at Technical Scrutineering at the published times. The car must be presented in the configuration as it will be used in the competition (including competition numbers) and it is the Competitor's 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. The inspection periods are to be strictly adhered to.

Once initial technical scrutineering is completed, the cars may only leave the paddock with the permission of the 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 been passed by the Technical Scrutineers.

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

12.2 Subsequent Scrutineering

After qualifying and each race, the cars must be brought to the Parc Fermé area by the route described in the Drivers' Briefing. The Parc Fermé area of the Series will be identified in the Supplementary Regulations for each event or in the notes from the Drivers' Briefing. The route from the finish line to the Parc Fermé is subject to the Parc Fermé provisions. All cars must be driven by the relevant Drivers in full racing equipment to the Parc Fermé after qualifying and race; this does not apply to the Technical Scrutineers and their assistants or to nominated Drivers for podium cars in accordance with Article 17.5.

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 / Race Director. No individual may enter Parc Fermé without the permission of the Technical Scrutineers.

The Driver is allowed to open the rear lid for cooling. A tyre pressure gauge can be passed to the driver in Parc Fermé area and the driver can check the tyre pressures him. A drinking bottle can be passed to the driver.

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 represented to the Technical Scrutineers. It is the Competitor's responsibility to do so before taking part in the competition again.

The Stewards, Race Director or the Chief Medical Officer can require a Driver to have a medical examination at any time during an event. Any failure to comply may result in disqualification from the competition.

Any 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.

It is not permitted to drive the competition cars on public roads at any time during an event, unless specifically defined in the Drivers' Briefing.

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

13. Running of the competitions

13.1 Pre-Start

The pre-start is the line-up of all cars before entering the circuit for the free practice, qualifying and races.

All cars must be driven from the team awning/pit to the official pre-start by the relevant Driver unless described otherwise in the Drivers' Briefing. All Drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule. Should a Competitor or Driver not be ready in time he may forgo the right to take part in the relevant session. The final decision on participation in the session will be taken by the Stewards.

13.2 Practice

Official practice session will be scheduled for each event. The official practice session time duration may be reduced in length should it be temporarily stopped for reasons of safety or force majeure. Should an official practice session be stopped for any reason, all cars must proceed slowly back to the pit lane, without overtaking other cars.

During official practice session any Driver who, in the opinion of the Race Director, stops or slows unnecessarily on the circuit or impedes another Driver may receive a penalty. Any Driver causing an official practice session to be stopped will be referred to the Race Director, and may receive a penalty.

13.3 Qualification

Every event has one 20 min duration qualification. All participants must qualify for the respective race. The starting grid is based on a qualification session. In case there are 14 or more participants, the Qualification will be run in two parts, otherwise 1 x 20 min

All cars taking part in Q1 (15 - 20 min) and the 10 fastest will continue to Q2 (10 min). Q1 will determine starting grid positions from 11 forward, in the first race start. Lap times in Q1 will be nullified and not be carried over to Q2.

All cars demoted in Q1 will remain at the pitlane and Parc Fermé conditions will be applied to those once Q2 start is announced (green light / flag at the pit exit) i.e., all work on the cars has to be stopped immediately.

Cars will be moved to Parc Fermé area (or scrutineering place) when instructed by the scrutineers.

5-minute break starts once the last normally moving car from Q1 stops in the pitlane. The start of the break will be indicated by showing a 5' board at the pit exit. All 10 cars qualified to Q2 remain in pit lane waiting for Q2 start.

During the break, cars are not under Parc Fermé rules, but fuel handling is strictly prohibited.

The end of the break will be indicated by showing 3' and 1' boards. The start of Q2 will be shown by green light/flag.

Q2 will determine the grid positions 1 – 10 for the first Race of the Event. Once the chequered flag is shown after Q2 all participating cars will be under Parc Fermé regulations and have to proceed directly to Parc Fermé (or scrutineering place) without stopping at the pitlane.

If a qualifying session is suspended (red flag) and subsequently resumed then teams are permitted to work on the cars. However, if a qualifying session is stopped and not continued then all work must cease and all cars will be under Parc Fermé conditions from the point in time when it is declared that the session will not be resumed.

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

Should circumstances force the cancellation of both the official practice session and the qualification session, then the current championship positions at the beginning of the event will be used to determine the starting grid for the race and for the second race where two races are held at a competition.

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

If two or more cars set identical fastest lap times in qualifying, the classification 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.

During any qualifying session any Driver who, in the opinion of the Race Director, stops or slows unnecessarily on the circuit or impedes another Driver may receive a penalty. Any Driver causing a qualifying session to be stopped may at the sole discretion of the Race Director receive a penalty.

13.4 Starting Grid

The starting grid for the race 1 will be determined by the fastest times achieved in qualifying as defined in Article 13.3 and will be formally signed by the Stewards. The starting grid for Race 2 in each Event will be according to lap times on Race 1.

Should any grid place penalties be applicable, these will be applied in the order in which the relevant offences occurred.

If one or more Drivers have not set a lap time (for reasons other than cancellation or shortening of the qualifying session) but are given permission by the Stewards to take part in the race, these Drivers will be placed at the end of the starting grid in the following order:

- a) the Drivers who have started a timed lap from the pit lane, in the order of their best time in official practice.;
- b) the Drivers who have not started a timed lap from the pit lane, in the order of their best time in official practice.

Drivers whose entire lap times were cancelled by decision of the Race Director or the Stewards must, in all cases, start the race behind the aforementioned Drivers at the end of the starting grid. Should more than one Driver have his entire times removed, their starting positions at the back of the grid will be determined by the current championship positions at the beginning of the event.

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.

13.5 Starting modes

All Race starts will be rolling starts, pole position according to track layout / inside or as defined in FIA track approval documentation.

The first car will approach the starting line with constant speed (60–80 km/h), keeping the group together. The second car must keep its front wheel level with the first car's rear wheel. Behind these two cars, the remaining grid will follow in two straight queues without long gaps. The race start for all cars when the start lights change, regardless of the car's position to the starting line.

If the formation approaching the starting line is out of order, the start is void. The lights will not change to green and there will be additionally yellow lights and flags. An additional formation lap will follow with a new try.

The driver found guilty for an aborted start, will be sanctioned with a 5 second time penalty and for the second time 10 sec + warning.

13.6 Races

The 2024 Series consists of 6 Events and 12 Races organized as circuit races. The race duration is 20 minutes + 1 lap.

If a race is cancelled because of safety reasons or Force Majeure, Series Organiser reserves the right to reduce the number of races or to designate a replacement event. The Series Organiser is under no obligation to reschedule a race in its original format within an event.

13.7 Start procedure

The order of the cars in the pre-start is determined by the result of the starting grid for the relevant classification. Cars will be driven from the pre-start area to the starting grid using the route described in the Drivers' and Team Managers' Briefing.

Any car unable to leave the pre-start area and enter the track with the rest of the cars will be given a further minute (60 seconds) to leave the pre-start area and proceed to the grid. After this time, any car which has not left the pre-start will not be permitted to take up its position on the grid and must start from the pit lane if able to do so and if track access routes allow.

Any car that leaves the pre-start but stops before arriving on the grid and is unable to continue under its own power will be removed to a place of safety. At the sole discretion of the Race Director it may be recovered to the pit lane. If the car is subsequently able to start the race, it may do so from the pit lane. Such cars 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.

It is permitted for teams to use sun shades whilst on the grid, to cool the car and the driver. All such devices must be removed by the time of the 3-minute signal.

On display of the 5-minute signal Pit lane exit closes.

On display of the 3-minute signal and/or audible signal, all competition cars must be standing on their wheels in their grid position on the track and must not be lifted again.

On display of the 1-minute signal and/or audible signal, all personnel must clear the grid.

At the end of the count down, all cars on the starting grid will begin the Formation Laps. Cars in the pit lane are not permitted to participate in the Formation Laps. There will be two Formation Laps prior to each race unless, under exceptional circumstances, the Race Director instructs more Formation Laps.

If a car cannot start the Formation Lap, the Driver must make himself known by means such as flashing the head lights, waving his arm etc. If the Driver can restart the car and leaves the starting grid under his own power before he has been overtaken by the last competing car, then the Driver may resume his original starting position during the Formation Laps.

If the car is restarted under its own power, or is pushed by marshals, and then joins the Formation Laps after the last car has passed, then the driver must remain at the back of the starting field and take up the last starting position. The vacant space on the grid must not be made up by other cars.

If a car cannot start under its own power or with the assistance of the marshals, then it will be pushed into the pit lane by the marshals. If the driver can restart the car, then 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.

13.8 Aborting or suspending a race

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

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

- The start will be declared a “No Contest”, however penalties may be imposed for any breaches of the regulations during the aborted/stopped race and at the discretion of the Race Director (e.g. where the breach has affected another competitor) these may be applied to the restarted race.
- If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.
- If all cars are directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the race from the pit lane after all cars which remained in the outer (fast) lane have started the race.
- Retired Competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All Drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be defined by the Race Director in consultation with the Stewards.
- The grid for the restart will be the original starting grid.
- Empty starting places on the grid, caused by Drivers unable to restart or starting from the pit lane, will not be filled. Empty starting rows will be filled by moving up.
- Refuelling is prohibited.
- The Race Director may decide that the restart will take place behind the Safety Car for operational or safety reasons, in which case this may commence from the pit lane if all cars were directed there

If a Race is aborted or discontinued following will apply:

- Race aborted with a red flag and it is not restarted.
 - At least 75 % of the scheduled distance driven, full points awarded
 - Over 50 %, but below 75% of the scheduled distance driven, half points awarded
 - Only 50 % of the scheduled distance driven, no points

If a Race is stopped before the full time has been achieved and the Race is not restarted, the results will be declared based on the classification order when the leading car crossed the Timing line for the penultimate time before the race was stopped.

Refuelling is prohibited.

If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.

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

The classification of the race will be the order of finishing of the second part.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded down to the next whole lap) then, at the Race Director's sole discretion, the race may not be restarted.

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 will be reported to the Race Director and may be subject to a penalty up to disqualification from the race.

13.9 Change of weather conditions

13.9.1 Wet Race- and Lights- boards

A wet race or wet track is the race director's decision, it is announced by displaying the "wet race" or "wet track" board. Once a wet race or wet track is announced, the headlights and the rear fog light must be switched on and start the race with wet weather tyres.

If the main flag post will display "Lights"-board the drivers must switch on the headlights and rear fog light. The "Lights"-board does not influence drivers' tyre choice.

If the start or re-start of the race is made behind the Safety Car due to the weather conditions then the use of wet-weather tyres is compulsory. The start or re-start may be from the pit lane if all cars were directed there.

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.

13.10 False Starts

The Race Director and/or Stewards may use any video or electronic means to assist them in reaching a decision regarding false starts. Penalty 10sec.

13.11 Safety Car

The Safety Car will be deployed under the instruction of the Race Director to neutralise a race.

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. The green light at pit lane exit will remain on at all times. Any car entering the pit lane and subsequently re-joining the track whilst the Safety Car and the line of cars following it are passing the pit lane exit must merge safely into the line of cars on track in accordance with their relative positions at the second Safety Car Line.

Once the Race Director is satisfied that racing may resume, the Safety Car lights will normally be switched off before the Safety Car leave the track, all 'SC' boards will be withdrawn but yellow flags will continue to be displayed until the cars have passed each flag point. Other than on the last lap of the race, a green flag will be displayed only at the control (timing) line, to signify the resumption of the race.

A Driver is not permitted to overtake another car until his car has reached the control (timing) line.

13.11.2 Full Course Yellow (FCY)

As alternative for the Safety Car, the Race Director may issue a Full Course Yellow. This will be mainly used if the track can be cleared quickly.

At all Marshall points, the yellow flag and sign (FCY) will be displayed. The speed limit of 80 km/h will come into effect immediately at any position on the track. This will be monitored by the lap time. The distance to the previous car (in seconds) must remain the same. During the FCY, rescue vehicles may be on the track and may be overtaken with caution.

Once the Race Director is satisfied that the race may resume, all Marshall posts will show the green flag simultaneously and the race resumes at all points of the track.

13.12 Finish

1. The end-of-race signal will be given at the Control Line as soon as the leading car has covered the greatest distance within the scheduled race time.
2. Should for any reason (other than when a race is aborted or suspended in accordance with Article 13.8) the end-of-race signal be given before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Control Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
3. After receiving the end-of-race signal all cars must proceed on the Circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary).

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

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

14. Protests and appeals

According to AKK-Motorsport regulations.

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

- a) Subject to prevailing sporting regulations, these Regulations for the Porsche Sprint Challenge NEZ shall be governed by the law of Finland.
- b) The jurisdiction of a court is excluded for decisions of the FIA, the AKK, their jurisdictions, the Stewards, the Series Organiser as judge in terms of Finnish Civil Code.
- c) No claim for compensation of whatever kind may be derived from actions and decisions of the AKK or its jurisdiction as well as of AKK 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.

16. TV rights/advertising and television rights

All copyrights are property of PRCF Events Oy.

The Series Organiser is entitled to use exclusively all rights of the Competitors, teams and their Drivers, particularly names, logos, team equipment and cars, for the production of interactive games of the Series and to assign the rights to a third party for this purpose.

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

Media received from Competitors can be used with permission to promote the series.

17. Specific Regulations

17.1 Paddock

- a) The image of the Series and the participating teams must be to a professional standard at all times. This includes, for example, team clothing, articulated lorries, awnings, pit walls and antistatic floor coverings (explicitly no carpet flooring).
- b) Teams must also provide appropriate means of ensuring that awnings are secured robustly against weather/wind conditions and ensure these are maintained throughout each event.
- c) **Every competitor must ensure that all safety relevant aspects of its team's working processes are fulfilled and observed.**
- d) All trucks must be washed and cleaned before they are parked in the paddock. The use of trucks and trailer roofs as well as lifting platforms as spectator platforms is prohibited.
- e) Teams may use their trailers, including the roof, for advertising, respecting at all times the requirements of article 1.10 of the Technical regulations. The Series Organiser retains the right, at its sole discretion, to instruct the removal of any advertising or branding that is deemed offensive or inappropriate.

17.3 Instructions of the Series Organiser and Officials

Instructions of the Series Organiser, their personnel and nominated event officials must be followed at all times.

17.4 Publication obligation

The nationality of the issuing licence authority must be stated for publications and podium ceremonies.

17.5 Podium ceremony

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

It is mandatory for the winner of Series awards to attend the end of season Porsche Sprint Challenge NEZ awards ceremonies. Organiser in respect of each individual award absentee unless explicit agreement has been given for their absence. Such agreement will only be given in exceptional circumstances.

17.6 Stewards' Inquiries

The Stewards may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, Series Organiser or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track the Race Director shall present any video evidence available and at any time requested by the Stewards, including during inquiries with Competitors and Drivers. Drivers attending Stewards inquiries must always be accompanied by an authorised representative of the relevant Competitor.

Sporting and Technical Regulations 2024**17.7 Incidents**

- a) 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 review it shall be at the discretion of the Stewards to decide whether or not 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.
- b) 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.
- c) If a Driver is involved in an incident he may not leave the circuit without the consent of the Stewards.

17.8 Penalties

- a) At the individual events the Stewards (and the Race Director where specified in these regulations, further to Article 11.10.4 of the 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 the 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.
- b) In addition to the cases listed in the International Sporting Code, these Regulations and the AKK Regulations, the following circumstances or offences may also incur penalties up to refusal of permission to participate, or disqualification of a participant from the competition:
 - Non-compliance with the prerequisites for participation
 - Non-compliance with the Regulations in the Code
 - Advertising for brands that compete with the Series sponsors
 - Unsporting behaviour
 - Failure to comply with the instructions of the Series Organiser
 - Refusal to undergo a car check that has been ordered
- c) 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.
- d) The fact that penalties have been imposed by the Stewards does not rule out more extensive penalties being imposed by the relevant ASN or the FIA. These disciplinary bodies shall also be entitled to disallow points won in races in the 2024 Series competitions.
- e) n/a
- f) n/a
- g) 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.

17.9 The track

Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- a) The track limit is the white lines at the track edge, so no white line is allowed to be visible beside trackside tyres.
- b) A driver will be judged to have left the track if white line is visible beside trackside tyres
- c) Any kerbs installed beyond the white lines are not considered to be part of the track
- d) Any report made by a duly appointed Driving Standard Observer regarding a Driver having left the track may not be contested by the Competitor or the Driver concerned, unless later corrected by him or over-ruled by the Race Director. The Race Director may, at sole discretion, review any report for the purposes of ensuring accuracy and consistency. This does not preclude Race Director from exercising their right to over-rule, or accept a correction from, a Driving Standard Observer.

The following penalties may be applied:

- a) Any collision between cars during race or qualification will be penalized by a 20 second time penalty for the driver causing the collision if the car that has been hit lose his position because of the collision.
- b) If a driver drifts outside the track following a driver error or intentionally so that all four tyres are outside the track and the driver gains advantage, the penalty in the round is 5 sec for the first time and 10 sec for the second time. The track limit is the white lines at the track edge, so no white line is allowed to be visible beside trackside tyres. Use of kerbs is allowed, taking into account all other sections of this driving conduct. In no case are tyres allowed to go on sand or grass, even if the trackside tyres remain on track.
- c) Hit at track limit stick, a penalty in the round is 5 sec for the first time and 10 sec for the second time.
- d) In case the driver's conduct is seen to be intentional and/or unsafe, he/she will be shown the warning flag. Next, a black flag can even be displayed. A warning is also given for the third same fault in the round. (Warning remains valid during the remaining race.)

Qualifying

- a) Any Driver identified by a Driving Standard Observer as having left the track (unless for reasons beyond his control) may have that lap time (and where appropriate the following lap time) deleted by the Race Director.
- b) Any Driver who repeatedly leaves the track will be reported to the Race Director who may impose a penalty up to and including the deletion of all lap times or a drop of grid positions for the race. It is not a condition that the Driver must have been shown the Black and White flag before a penalty is applied.

Race

- a) Any driver identified by a Driving Standard Observer as having left the track (unless for reasons beyond his control) on a number of occasions will be shown the Black & White flag as a warning.
- b) Any Driver who repeatedly leaves the track will be reported to the Race Director who may impose a penalty, the minimum being a race time penalty of 5 seconds. Further offences may result in further penalties. It is not a condition that the driver must have been shown the Black and White flag or received a radio warning from the Race Director before a penalty is applied.

The time penalties will be shown at the main flag post for two laps so that all drivers can see them. Time penalty can be added to a driver's time, even that there was no time to show it during the Race.

At the absolute discretion of the Race Director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

17.10 Environmental Regulations

a) General

Competitors should make every effort to minimise the environmental impact of their operations.

It is the Competitor's responsibility to ensure at all times during events that the environmental code of conduct of the AKK and of the circuit are followed.

b) Tyre Cleaning

Tyre cleaning water is only allowed if all waste water is collected and disposed of in the designated area(s).

c) **Collection of Hazardous Liquids**

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

18. Safety

18.1 Extrication exercise

At each event, the Series Organiser, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise.

The Series Organiser shall, by rotation, nominate a team and Driver to take part in the exercise. The team and Driver must comply with this request and have the nominated car and Driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition.

Failure to comply with this regulation may result in a penalty. The Series Organiser or the Race Director, at their sole discretion, may elect to replace the Driver with a member of the medical team undertaking the exercise.

18.2 Pit lane safety

- a) The maximum speed in the pit lane during practice, qualifying and each race is 60kph (unless otherwise specified in Drivers' Briefing) and will be monitored by the Race Director and the Stewards.
The maximum pit lane speed is specified in the Drivers' Briefing and will be monitored by the Race Director and the Stewards. Drivers exceeding the permitted maximum speed during free practice and in qualifying sessions shall be penalized according to supplementary regulations for each event. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and qualifying may face additional penalties for speed limit violation. Drive-through penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a Race. During the last laps of a race where a drive-through penalty cannot be served, a time penalty of 30 seconds will be imposed.
- b) 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 to the Stewards and penalised at the full discretion of the Stewards.
Engines must not be running while a car is on jacks or other temporary supports.
- c) All work on cars in the pit lane must only be undertaken in the Competitor's own allocated working area in the inner (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.
- d) The outer (fast) lane is to be kept unobstructed to allow safe passage of cars at all times. It is the responsibility of each competitor to release their car from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- e) 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.
- f) All equipment must be kept in a safe position towards garages as soon as cars leave their pit areas at the start of and during practice, qualifying and races.
- g) No equipment may be positioned on top of the pit wall or any adjacent structure, unless it is firmly secured in position.
- h) The zero-tolerance in the use of alcohol applies also to Team mechanics and other members while they are working with the race car.
- i) Only actual Team members and Officials are permitted in the pit lane at any time. No Team guests or unauthorized people are permitted in the pit lane at any time.
- j) n/a

18.3 General safety

- a) Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pit lane under its own power.
- b) At any time whilst on track, Drivers may only use the track and must always observe the provisions of the International Sporting Code and these regulations relating to driving conduct on circuits.
- c) Official instructions will be given to Drivers by means of the signals set out in Appendix H of the FIA International Sporting Code. Competitors are responsible for observing and complying with these at all times. At circuits where flag signals are supplemented by light panels/signals, both means of 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, Full Course Yellow, Double Yellow Flag, Single Yellow Flag, Green Flag.
- c) If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help; however, if any mechanical assistance is required to move the car then the car will not be permitted to re-join. A Driver who abandons a car must leave the steering wheel in place.
- d) 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.
- e) A car's lights must be illuminated at all times when it is running on treaded tyres 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.
- f) 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.
- g) 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.
- h) Any Driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he/she can do this without danger.
- i) At the end of any session or race, each driver may cross the Control (Timing) Line only once before leaving the track
- j) Team personnel are not permitted to ride on the tyre trolleys or on buggies (or similar vehicles) apart from using the specific seats provided with the vehicle.
- k) All Drivers must complete and pass all sections of the Edubreak e-learning test provided by the PSC NEZ and administered by the Series Organiser. The final test must be taken under observed conditions. An E-Mail link will be provided by the Series Organiser. The Competitor must ensure that each Driver has completed the test under observed conditions in 2024 before taking part in the Driver's first competition of the Series.
- l) Only small two- and four-wheeled motorised paddock vehicles may be used within the paddock and must be authorised by the Series Organiser prior to use. These vehicles may only be used when driven by a current full road traffic licence holder and for race team related business. Recreational use is strictly prohibited. Private cars and vans are not considered a paddock vehicles.
- m) **The speed limit in the paddock at each venue is 10 kph.**
- n) Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each event.
- o) n/a
- p) All paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/ flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof.

Part 2: Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

Porsche Sprint Challenge NEZ is a Championship series under Porsche Motorsport, organised and managed in Finland by PRCF through PRCF Events Oy, a member club of the Finnish ASN, AKK-Motorsport ry, following the FIA International Sporting Code, and the rules of this series.

There is only one overall PSC NEZ champion, but the 991 cars compete also of the title PSC NEZ Approved Winner.

Only technically identical cars of the model Porsche 911 GT3 Cup, type 991 and 992 (a special series produced by Dr. Ing. h.c. F. Porsche AG), which fully comply with these Regulations are eligible to participate.

Every car must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered AKK car pass or the corresponding document of another ASN associated to the FIA.

Cars may only deviate from the Technical Regulations where specifically agreed for development purposes on behalf of the Series Organiser. The deviations shall be referred for approval to the 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 to the FIA International Sporting Code
- General provisions, definitions and clarifications regarding the technical rules (AKK manual), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations
- Technical Manuals of the eligible cars
- Technical Information of Dr. Ing. h.c. F. Porsche AG
- Software Information of Dr. Ing. h.c. F. Porsche AG
- Spare Parts Catalogues of the eligible cars

Competitors must comply with all elements of each of the above unless they are clearly specified as being optional.

National regulations of the AKK deviating from the FIA safety regulations are not valid for series and events with the status national. The safety regulations according to article 1.10 of these regulations apply.

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, Software Information or Parts Catalogue, then these Technical Regulations will take precedence.

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

It is recognised that spare parts listed in the Spare 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 Spare 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.

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Where a different part number is solely due to a change of number by the manufacturer for the same part, the new part number may be used without the need to obtain prior approval until such time as the Spare Parts Catalogue is updated. Where part numbers are particular to a model year but those parts are interchangeable between different model years and provide the same function, then the part numbers may be used in any type 992 Cup car independently of the model year (noting that, where parts form a set, they must be used as a set and it is prohibited in such cases to mix parts of an older version with parts of a newer version).

Certain alternative parts as detailed in Attachment 11 which have different part numbers to, but the same function as, the original part in the car or in the Spare Parts Catalogue are allowed to be used for the originally intended function and in the originally intended position.

1.3 General / preamble

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with the NEZ / AKK).

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.

The rules to be followed are AKK-Motorsport 2024 Regulations and these Porsche Sprint Challenge NEZ Regulations. In conflicting situations concerning technical, Porsche Sprint Challenge NEZ rules take precedence.

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 and on the track. It is compulsory to wear overalls in compliance with the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet in compliance with the FIA Regulations (Appendix L of the ISC) is compulsory.

All Driver equipment must be worn in accordance with the manufacturer's instructions (balaclavas inside race suits, FHR systems correctly secured, etc). Failure to do so may result in the Driver being shown the black flag and/or being ordered by the Race Director or the Stewards to immediately rectify any error or omission.

1.4.1 Frontal Head Restraint System (FHR, 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 must be done using metal hardware and be able to withstand a crash of 30G.

1.4.3 Cooling system

A cooling system with cooling vest may be used. Installation must be done using metal hardware on the auxiliary weight base plate and be able to withstand a crash of 30G.

1.5 General Regulations

1.5.1 Permitted modifications and installations

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

The limits of the modifications and installations permitted are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible cars in compliance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by Dr. Ing. h.c. F. Porsche AG for other groups of cars (e.g. Porsche road cars) is also prohibited.

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

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

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

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

1.6 Minimum weights and ballast

It is the Competitor's responsibility to ensure that at all times during a competition the mandatory minimum weight specified in the preliminary scrutineering of the car is reached. **At no time during a competition is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for technical scrutineering, is on the track or in Parc Fermé.**

Driver equalisation weighs is used; from the day when the driver turns 55 years, he is entitled to **Masters** weight equalisation.

The mandatory combined minimum car and Driver weight (together with all Driver equipment and equalisation weight) for each car is given in Attachment 13.

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

The checking of the weights of the cars and Drivers will be conducted on the “official scale” which will be located in the Series Technical Scrutineering place or in an alternative designated place. This is also the weighing area. In addition, Drivers may be weighed on a separate weighing scale either in the weighing area or in the pitlane.

Technical Scrutineers specify scales to be used to check driver and car weight.

These scales are referred as the “official scales”. The official scales are located in the Series technical scrutineering place or in an alternative designated place that is also the weighing area. The official scales will be checked and calibrated annually.

1.6.1 Base plate auxiliary weight

If the original 991 base plate does not contain the necessary holes for the mounting positions as indicated in these regulations, they can be added after consultation with the Technical Scrutineers. The mounting holes can only be added in the necessary positions to satisfy the requirements of these regulations.

991 auxiliary weight base plate is not allowed to be used in 992.

1.6.2 Ballast

The installation of ballast is permitted. These must be installed in the passenger's seat place following the corresponding car's technical manual.

991, 992: Original Porsche parts must be used to mount the ballast.

The ballast weights are identified by spare part numbers in the spare parts catalogue.

No other ballast weights locations are permitted.

1.6.3 Minimum car weight

The mandatory combined minimum car and Driver weight (together with all Driver equipment and equalisation weight) for each car is given in Attachment 13.

1.6.4 Driver weight

The driver must be present at the Initial Scrutineering weighing.

During weighing, drivers must wear driving equipment following FIA Code, Appendix L, Chapter III, as well as the mandatory **FHR, HANS® or comparable system**.

This official weight is rounded up to the nearest full kilogram.

Once the driver's weight has been recorded, this will be the official weight for the entire event.

Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers.

After this, only the car is weighed in the scrutineering, the minimum competition weight of which is indicated in the initial scrutineering. For all scrutineering, the driver must have all the necessary driving equipment.

1.6.6 Weight changes during qualifying and races

During any qualifying session and race, the weight of the car is only permitted to be altered by:

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

On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-race technical scrutineering, under no circumstances is weight in any form permitted to be added to the car.

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

Competitors have the opportunity to check the weight of their cars and Drivers during the event on the official scale and/or Driver scales with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

1.6.8 Personal protective driver equipment during weighing

During the weighing, each driver must wear his complete driver apparel as set out in Annex L, Chapter III of the ISC, plus the mandatory **FHR, HANS® or comparable system**.

1.6.9 Weighing of cars

The cars are weighed as follows:

- Weighing of cars is carried out regularly on the official scale.
- If a driver is given the signal that his car has been selected for weighing, he/she must take the shortest route possible to the weighing area and turn off the engine.
- The driver or a team member will receive notification of the measured weights. During weighing the driver is not permitted in any way to influence the weighing result.

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

1.6.10 Leaving the weighing area

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

1.6.13 Replacement and loss of car parts and car damage

All car parts that were replaced during any session (free practice, qualifying or race) must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the car will be marked by the Technical Scrutineers if necessary and are not permitted to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering place in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replacement parts.

In case of a loss of coolant caused by damage or an incident during a session, it may be possible to determine the final weight of the car by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 24.0 kg to the measured weight of the car. The decision to do so is at the sole discretion of the Technical Scrutineers.

Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine which, if any, parts should be replaced prior to the car being weighed.

1.6.14 Parc Fermé rules for car weighing

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

It is the Competitor's responsibility to ensure that the car entered by him can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the car from the moment of the order until the termination of the weighing process.

1.6.15 Weighing in below the minimum weight

If, during any post session weighing procedure is found to be below the currently applicable minimum weight, the car will immediately be weighed for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method.

The average value of the 3 weights recorded is regarded as the actual weight for the car.

Falling below the minimum weight during the practice or qualifying session may be penalised with the deletion of the practice or qualification times achieved by the Driver concerned. If the qualification times are deleted, the Driver may be permitted to start the race from the last place on the starting grid, subject to the Stewards approval.

Falling below the minimum weight in the race may result in disqualification from the race classification.

1.6.16 Regulations on the route to and in the weighing area

Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. In addition to the Technical Scrutineers, only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the car are those expressly permitted by the aforementioned persons. If a car is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards. The driver is not allowed to leave Parc Fermé without a permit from the Technical Scrutineers.

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1.7 Emissions regulations

The cars must be equipped with a catalytic converter as supplied by Dr. Ing. h.c. F. Porsche AG according to the spare parts catalog.

1.8 Noise regulations

The maximum permitted noise limits are 110 dB (A) measured according to the AKK regulations.

1.9 Advertising and partnerships

The current PSC NEZ / AKK prescriptions for competition numbers and for advertising on the Driver's equipment/on the car must be respected. The provisions set out under Article 16 of Part 1 Sporting Regulations also apply.

Under consideration of the PSC NEZ prescriptions for competition numbers and advertising on cars, the following advertising is compulsory on the car Attachment 2.1, 2.2, 3.1 and 3.2.

1.9.1 Series Advertising and Competition Numbers

- a) The advertising decals, logos, Drivers' names, competition numbers and national identification markings as specified by the Series Organiser, must be affixed to all competing cars during all free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "2024 Sticker Regulations". The registered Competitors will be informed about their competition numbers before the first race. The competition numbers remain the same for all races.

The obligatory badges as specified by the Series Organiser, must be affixed to Drivers' racing overalls during all free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "2024 Badge Regulations".

The "Badge Regulations 2024" and the "Sticker Regulations 2024" are part of these Regulations as Attachments. Any breach of these Regulations may result in disqualification from the competition.

- b) All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the Competitors' own advertising labels. The clearance between such advertising and the mandatory labels and competition number shall be a minimum of 30 mm.
- c) Cars of a team with virtually identical liveries must have clearly different mirror colouring. The colours used on mirrors to identify the cars are to be retained for the entire season.

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

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

The Drivers' names, competition numbers and national identification markings must be fixed on all competition cars throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the "2024 Sticker Regulations" Attachment 2.1, 2.2, 3.1 and 3.2.

1.9.2 Partnership

- a) Competitors must not advertise any partnerships/sponsorship with companies who are either in competition to Dr. Ing. h.c. F. Porsche AG, its parent or partner companies, the official Series partners of Dr. Ing. h.c. F. Porsche AG or who are involved in a legal dispute with Dr. Ing. h.c. F. Porsche AG or a company associated with Dr. Ing. h.c. F. Porsche AG. The Competitors are therefore obliged to notify potential partnerships/sponsorship to Dr. Ing. h.c. F. Porsche AG in advance. Dr. Ing. h.c. F. Porsche AG is entitled to prohibit Competitors from advertising any partnership if the potential partner falls into one of the above two categories.
- b) The use of advertisements for companies, their products, services or brands that are Competitor products, services or brands of Dr. Ing. h.c. F. Porsche AG, their associated companies or the Series partners/sponsors on cars, helmets, race suits and other Driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited. Also prohibited are advertisements for Driver coaching and/or development programmes (other than the Porsche Junior or Rookie Programmes) and any non-Porsche one-make race series.
- c) The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on cars, helmets, race suits and other Driver equipment, on team vehicles or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by Dr. Ing. h.c. F. Porsche AG to bring the company and / or the Series into disrepute is strictly prohibited.
- d) The advertising guidelines of the PSC NEZ and AKK as well as general or legally regulated advertising bans must be observed.
- e) The Competitor is obliged to notify the Series Organiser of all potential partners/sponsors and obtain written approval from the Series Organiser for their use. The Series Organiser is entitled to prohibit Competitors from displaying or promoting in any manner the details of any unapproved partners/sponsors.
- f) The Competitor and team partners/sponsors shall grant to the Series Organiser and the Series partners/sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.
- g) Contravention of any of the advertising regulations may result in refusal to participate in any competition or disqualification from the competition, in each case at the discretion of the Stewards.

1.10 Safety equipment

The cars must possess the following safety equipment.

Article 277 of Appendix J to the FIA International Sporting Code (Group EII-SH) unless stated otherwise.

The safety pins on all bottle(s) of the extinguishing system in the car must be removed, the on-board fire extinguisher system must be switched into position "Armed" and the red LED illuminated from the moment a car leaves its team area to travel to the pre-start area for each session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

Note:

For events held in all of the countries listed in the Series calendar (Article 7.1), the Series Organiser is responsible for observing and implementing (or agreeing any deviation from) any additional safety regulations of the respective ASN

1.11 Fuel type and single fuel

1.11.1 The following single fuel must be used

The only permitted fuel is commercial, unleaded 98 E5 fuel in compliance with AKK-Motorsport regulations.

1.11.2 Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. 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, a minimum of 3L of fuel can be taken from the corresponding removal point (defuelling coupling of the fuel cut-off valve) in the luggage compartment. These samples must be identical to the pump samples defined above.

1.11.3 Refuelling, refuelling installations and control

The addition of any additives or any chemical changes to the fuel are prohibited.

Fuelling and refuelling of the cars during free practice, qualifying and the race is forbidden.

Fuel cooling is not permitted.

Any operations involving the handling of fuel require the proper grounding to earth of the car and all equipment involved; in addition, there must be two 6kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations.

Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fuelling system (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 of at least 5m in each direction of the car. The person handling fuel must wear at least long-sleeved cotton overalls. It is recommended to wear fireproof coveralls, hood, shoes, and gloves as well as goggles.

The car and all equipment must be grounded to earth properly and at least two 6kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers with stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, Competitors, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the 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" (AKK regulations) the definitions set out in Appendix J (Art. 251 ISC of the FIA) shall apply.

2. Specific Technical Regulations

2.1 General Information

General car description

Porsche 911 GT3 Cup; 991.1, 911.2 and 992.

991.1 Porsche GT3 Cup	2014 - (according to their spare parts catalogue)
991.2 Porsche GT3 Cup	2017 - (according to their spare parts catalogue)
992 Porsche GT3 Cup	2021 - (according to their spare parts catalogue)

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

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

Important Information

Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from:

Saksa Auto AMK
Mustamäen tee 6
10621 Tallinn
ESTONIA

All Teams/drivers (car owners) must log in to the Porsche Motorsport technical database.

Login codes are requested using the Porsche Motorsport form.

<https://motorsport.porsche.com/prod/motorsport/infocenter/DLCRegister.nsf/Registration?OpenForm>

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

The organizer reserves the right to accept or reject cars for the PSC NEZ series.

The organizers reserve the right to take into account, at any time during the season, the appearance and cleanliness (including interior) of the car and may not approve any car if its appearance and cleanliness may damage the reputation of the series or is not otherwise acceptable.

2.2 Engine

2.2.1 General description

Water-cooled six-cylinder boxer engine as per corresponding spare parts catalogue.

Coolant additives that do not cause slippery on track in case of coolant loss are permitted.

An engine change must be approved in writing by the Series Organiser prior to the change.

Engines can be called in and inspected at any time by the Technical Scrutineers or on the instructions of the Stewards.

2.2.2 Engine electronic control units

Throughout the entire event, only the engine electronic control units coded and sealed by Dr. Ing. h.c. F. Porsche AG or the Series Organiser are permitted to be used.

The engine 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 engine electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the engine electronic control units and to seal the plug-in connectors for reading the engine electronic control units at any time of an event. It is thus ensured that the status of the program and data is identical for all participating cars.

The Technical Scrutineers need to be informed in writing of VIN and ECU number if an electronic control unit has the capability of Traction Control and / or ABS. **Traction Control and ABS must be disabled at all times throughout the event.**

2.2.3 Exhaust system

The exhaust system, starting from the manifold, for the PSC NEZ have to be completely as in the parts listed in the valid parts catalogue for the respective car and model year to the version

2.2.4 Engine oil quick refill

The use of the optional "oil quick filling kit" as shown in the catalogue is permitted, provided the mounting is fully compliant with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

The hole in the engine lid required to fit the quick oil fill must be fully covered by clear heli tape.

The use of the engine oil quick fill in pit lane during any PSC NEZ event is prohibited.

2.3 Power transmission (gearbox/differential lock)

2.3.1 General description

- Porsche 911 GT3 Cup, Six-speed sequential dog-type gearbox

2.3.2 Ramp breakover angle, differential lock

Differential lock ramp breakover angle and assembly according to correspond to the specification in the Technical Manual.

The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

2.3.3 Transmission emergency function

If the transmission emergency function has been switched on the car must immediately return to the pit lane. The car is not permitted to leave the pit lane again until this function has been deactivated.

2.4 Lubrication system, Lubricants

No less than the minimum quantity of lubricants in the engine and gearbox as specified in the Technical Manual must be used at all times during any event.

The addition of any additives or any chemical changes to the lubricants are prohibited.

Engine:

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

Transmission:

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

2.5 Brakes

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

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). Cars delivered with brake master cylinders of 15.9 mm diameter need a replacement of the brake master cylinders with 17.8mm diameter from the 2024 Spare Parts Catalogue.

2.5.1 General description

Only standard master brake cylinders as per corresponding spare parts catalogue are permitted for the 2 brake circuits.

Only standard front and rear fixed brake calipers as per corresponding spare parts catalogue are permitted.

The use of any system working like an ABS system is strictly prohibited. For easier handling and more versatile use of the cars besides the Porsche Sprint Challenge NEZ, it is permitted to have the following parts of the ABS system offered by Dr. Ing. h.c. F. Porsche AG still in the car during any events of the PSC NEZ, provided that all components are fitted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions:

- ABS ADAPTER HARNESS
- G sensor ABS and TC

2.6 Wheel suspension

Only standard wheel suspension components front and rear as per corresponding spare parts catalogue are permitted.

2.6.3 Allowed adjustments

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

Camber adjustment shims for lower track arm:

991: front max. 18mm, rear max.15mm.

992: front max. 19mm, rear max.13mm.

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.

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

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.

2.6.4 Anti-roll bars

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

- 991:** Shims are permitted to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. The overall axial clearance of the anti-roll bars on the front and rear axles must not be less than 2.0mm. Designated shims shown in the spare parts catalogue are permitted to be used to compensate for the axial clearance.
- 992:** 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.

2.6.5 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.

2.7 Wheels (flange + rim) and tyres

2.7.1 General description

- | | | |
|-------------|-------------------------------|------------------------------|
| 991: | Front axle 10,5J x 18 ET 28mm | Rear axle 12J x 18 ET 53mm |
| 992: | Front axle 12J x 18 ET 23.5mm | Rear axle 13J x 18 ET 44.5mm |

2.7.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited.

Only the use of valve caps mentioned in the respective spare parts catalogue are permitted and they must be fitted for all sessions at all events.

The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Wheel rims are not permitted to be repaired.

At the friction strips on the inside of the rim must stay functional and must not be treated in any way.

2.7.3 Tyres

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

No other tyres are permitted on pitlane

991: Slick tyres
Front 27/65-18 (Porsche Cup N2 & N2R)
Rear 31/71-18 (Porsche Cup N2 & N2R)
Rain tyres
Front 27/65-18 (P2L)
Rear 31/71-18 (P2L)

992: Slick tyres
Front: 30/65 R 18 Porsche Cup N3
Rear: 31/71 R 18 Porsche Cup N3R
Rain tyres
Front: 30/65 R 18 P2L
Rear: 31/71 R 18 P2L

Tyres have been individually serial numbered at the factory and these numbers will be used at Events as follow-up record numbers. During the race weekend, the competitor is allowed to use compliant slick tyres as follows:

- **For qualification and races, all those slick tyres that have been added in the tyre tracking logs during the 2024 season**
- During free practice and warm-up sessions, the use of slick tyres is not restricted
Those tyres are not required to be tracked in the tyre tracking log

The number of wet tyres is unlimited

Use of mixed set (slick and wet) is prohibited

For qualification and races, it is the competitors responsibility to use only the slick tyres marked in the tyre tracking log or that the tyre serial numbers are given in a way accepted by Technical Scrutineers.

Dr. Ing. h.c. F. Porsche AG suggests that all Competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the official tyre supplier.

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

At the beginning of the season, all competitors who have participated in the series and paid the fee will be entitled to purchase two sets of new slick tyres in their first race of the series, even if they come in the middle of the season.

For each subsequent race weekend, the competitor will be allowed to purchase one additional set of new slick tyres.

A Guest Driver may use only one set of new slick tyres per event. Guest driver is allowed to replace the damaged one slick tyre with a tyre that has not been recorded in the tyre tracking log.

In case of tyre damage for Permanent Entries, a damaged slick tyre can always be replaced without penalty with another slick tyre marked in the tyre tracking log.

If the marked tyres are not enough during the event and a new unmarked tyre is needed, the penalty is 10-sec / tyre in addition to his race time at the next start.

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Replacing a damaged tyre with a tyre that is not marked in the tyre tracking log should always be approved by Technical Scrutineers. The serial numbers of the replacement tyres must be recorded in the tyre monitoring log kept by Technical Scrutineers.

Any slick tyre which has been damaged and replaced during the race due to tyre damage must be taken with the car to Parc Fermé and presented to the Technical Scrutineers. After this, the damaged tyre must be taken to the Michelin tyre expert for inspection. Otherwise deflated slick tyres should be delivered A.S.A.P. with the rim to Michelin tyre expert for inspection, who will locate the leak. A leaking wheel does not give the right to purchase a new tyre, the leak will be repaired or the tyre will be fitted to another rim if necessary.

Only a tyre manufacturing defect give the right to purchase a new tyre without penalty.

In the Parc Fermé area, Technical Scrutineers inspect the tyres and compare them to a tyre tracking log. The competitor must not leave Parc Fermé area without the Technical Scrutineers permission.

In all other cases, not regulated by these tyre regulations, please contact the Technical Scrutineers who will make the decision.

2.7.4 Tyre marking

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

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

2.7.5 Ordering of tyres

The tyres for the relevant event must be ordered from the official tyre supplier at least ten working days before the start of the competition (ISC Art 2.1.7.a refers) using the official order form.

2.7.6 Free practice / Official practice

For the free and official practice session, the use of Michelin slick tyres is not restricted.

2.7.7 Qualifying and race

Only the version of Michelin tyres approved for the Series and correspondingly marked are permitted to be taken into the pit lane.

2.7.8 Guest Drivers

Competitor taking part in a single event only is authorized to use only one set of new slick tyres per Event.

2.7.9 Non-Permanent Drivers

As tyres are allocated to a competition number and not to a Driver, the tyre rule for already entered competition numbers applies.

2.7.11 Tyre damage

See **2.7.3 Tyres**

2.7.12 Treatment

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

2.7.13 Tyre tracking log

The numbers of the new slick tyre set for each event must be submitted to the Technical Scrutineers well in advance of the start of the qualification, **numbers must be submitted with the official "Tyre tracking log", or in a way accepted by Technical Scrutineers.**

During free practice and warm-up there is no tyre tracking.

For wet weather tyres there is no tyre tracking.

The complete tyre logs for tyres registered for 2024 season for each car can be requested from Technical Scrutineers.

Any discrepancy between the listed barcodes and the barcodes of the tyres must be communicated by the Competitor to the Technical Scrutineers in writing no later than one hour before the beginning of pre-start for the session in which the respective tyres may be used for the first time.

If there is no such communication, this will be deemed as implicit acceptance of the received tyre logs.

No tyre is permitted to be used in qualification or race that is not listed on a tyre log for the relevant car.

The tyre tracking log Attachment 12.

2.8 Bodywork and dimensions

2.8.1 General description

The body has to be original and the use of alternative parts is prohibited.

No changes are permitted to the body

991: Only front underbody cover 991.504.601.8B is permitted. Front underbody cover 991.504.601.8A is not permitted, even if the vehicle was fitted with it on delivery. Attachment 6.

991: Side radiator mesh. The small cooling openings of the side radiators must be covered with a protective net according to the spare parts catalog. Alternatively, mesh as stated in Technical Information 13/2018 is permitted. The wheel arch side of the radiator can be protected from stones with a mesh

2.8.2 Wheelbase

Wheelbase of car measured at the centres of the wheel hubs.

991:	991.1	2460mm	+ / - 15mm
	991.2	2456mm	+ / - 15mm
992:		2468mm	+ / - 15mm

2.8.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

2.8.4 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.

2.8.5 Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible. Additionally, the rear window must remain fixed with the original type of fixing at all times. Covering the rear side window openings with clear, transparent tape during rain is permitted.

2.8.6 Cockpit

Each car has to be fitted with an info-plate in the dash that is visible in the roll cage mounted camera.

The Organisation will provide the info-plate sticker. Mounting will be instructed to teams. Attachment 4

Seat

991: The seat must be the original Recaro seat, bearing the original corresponding spare part number. The installation parts must also be original with the corresponding spare part numbers. No modifications to the floor are permitted and the original installation holes must be used in any case.

The adaption of the seat by removing or adding of original Recaro seat padding is described in Attachment 9.1 and 9.2.

Note the service information 02/11/2022, Archive no. PA10_1180 "Side head support". Attachment 9.2.

National expiration date extension is not valid.

992: The seat must be the original Sabelt seat, bearing the original corresponding spare part number. The installation parts must also be original with the corresponding spare part numbers. No modifications to the floor are permitted and the original installation holes must be used in any case.

The adaption of the seat by removing or adding of original Sabelt seat padding shown in Attachment 10.

A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the inserts are made of fireproof material, in black color. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

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

National expiration date extension is not valid.

Safety belts

991 and 992: Seat belts must be original, with corresponding spare part numbers.

National expiration date extension is not valid.

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.

Fresh air intake can be reduced by taping the front NACA opening. Clear, transparent tape should be used.

Safety nets

991.1: Mandatory to use a net on the left side. Safety net and the mounting according to 2017 model spare parts catalog.

National expiration date extension is not valid.

991.2 and 992: Every car must be equipped with the 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.

National expiration date extension is not valid.

2.8.7 Additional roof hatch accessories

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

2.8.8 Ground clearance of car

The minimum ground clearance of the ready-to-drive car (without the Driver in the car and slick tyres in compliance with Article 2.7, must not be less than the specified dimension. For the entire duration of the event the ground clearance of the car is to be minimum:

991: Front axle is to be a minimum of 77.0mm and the clearance at the rear axle a minimum of 98.0mm

992: Front axle is to be a minimum of 71.0mm and the clearance at the rear axle a minimum of 104.0mm

Also in 992 front axle reinforcement sleeves 9F1.407.371 fitted on the subframe, as well as undamaged and unmodified mounting bolts (part number WHT.008.757) must be used.

For the entire duration of the event the ground clearance of the car has to be as above. The measuring point locations are specified in Attachment 7 and 8. The ground clearance is permitted to be changed within the existing adjustment range.

The minimum ground clearance, as specified above, must be achieved with undamaged and unmodified mounting bolts or chassis components. The height of an undamaged and unmodified mounting bolt head will be defined by corresponding spare parts list. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures different, the difference will be taken into account.

2.8.9 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 without 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. Any measuring tolerances will be taken into account by the Technical Scrutineers.

The Technical Scrutineers may at any time at their absolute discretion check the ground clearance measurement with any set of tyres 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.

2.8.10 Failure to reach minimum ride height

Failure to reach the minimum ride height during the qualifying session may be penalised with the deletion of the times achieved by the Driver concerned. The Driver may be permitted, however, to take up the race from the last place on the starting grid. Failure to reach the minimum ride height in the race may result in disqualification from the points classification for the race.

2.9 Aerodynamic devices

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

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

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

992 The use of the front air scoop (part numbers 9F1.407.811 and 9F1.407.812) is mandatory for each event.

Any alteration or amendment to cars outline and aerodynamic devices will render the car non-compliant with the Technical Regulations and may be subject to penalties from the Stewards.

2.10 Electrical equipment

General description

- 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-colour backlight
- Three additional centre console switches for additional power consumers
- Data connection (data logger, video system)

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 Dr. Ing. h.c. F. Porsche AG- and Manthey spare parts catalogue is permitted:

- AS SENSOR GPS
- Z HARNESS USB
- RLU RUGGED USB MEMORY
- MTH000116A – AS Charging cable (installation according to latest mounting instructions)
- MT001179A - AS USB Memory holder

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

2.10.1 Data transfer

The use of radio-based information transmission in the car (e. g. telemetry) is forbidden, the only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality.

2.10.2 Radio system

Radio system is mandatory between car and pit. Radio communication between drivers (including through the pit) is prohibited. The Teams/drivers are responsible for ensuring that each driver's radio connection is on a different frequency, including within the team. Radio communication between drivers (including through the pit) is prohibited. The Teams/drivers are responsible for ensuring that each driver's radio connection is on a different frequency, including within the team.

Should the radio system not be operational by the start of a session (official practice, qualifying and race), the Race Director may prohibit the car concerned from participating in the session until the radio is operational.

Malfunctions or damage to the system must be reported immediately to the Technical Scrutineers. The choice of hardware for radio reception from the "Earplug" port to the Driver is optional but must be checked and approved by the Technical Scrutineers. Further modifications to the radio system are not permitted. Extra equipment is only permitted to be coupled with the radio system by the Series Organiser.

When mounting fixed speakers in the Driver's helmet, the FIA helmet regulations must be strictly observed.

In the case of any ambiguity, the Driver/ Competitor must produce proof that the components used are suitable for use in the car (fire prevention, etc.).

On written request by the Competitor, the Series Organiser can also release the communication between team and Driver. The Series Organiser has the right to listen to voice radio communication between the team and the Driver separately.

Installation of the radio system should be done according to cars technical manual and be approved by the Technical Scrutineers.

2.10.3 Data recording

Use of the factory-fitted data recording system manufactured by Cosworth is compulsory. The Cosworth system is assigned to the car's chassis number and must not be exchanged.

Only the setups approved by Porsche AG are permitted to be used for the duration of the event.

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

Any additional electrical connection to the car's wiring harness is not permitted. Installations set up by the Series Organiser are exceptions to this rule.

Where the Series Organiser requires an additional part or system to be fitted for development purposes, the Competitor is not permitted to access any of the associated data unless specific agreement is given in writing by the Series Organiser.

Directly after parking in Parc Fermé, the Driver is allowed to remove the optional RLU RUGGED USB MEMORY from his car. The removal by any other person and/or at a later time before the end of Parc Fermé is prohibited.

2.10.4 Timing Transponder

The timing transponder must be mounted as shown in Attachment 11.

2.10.5 Cameras

In-car video camera system which have been approved by the Series Organiser are mandatory.

Installation has to be done according to Series Organiser's instructions so that from every car the video footage is similar.

Cameras must be secured with a metal wire. Installation must be done using metal hardware and be able to withstand a crash of 30G.

The PSCNEZ memory cards are handed to competitors during initial scrutineering. They may only be removed from the cameras by the personnel nominated by the Series Organiser during an event. After Race 2 at Parc Fermé, card must be handed to PSCNEZ Scrutineers for data transfer. Team is then allowed to copy the video data also to their own device.

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

Additional In-car cameras systems are also permitted, if they are attached safely.

Cameras must be secured with a metal wire. Installation must be done using metal hardware and be able to withstand a crash of 30G.

Outside cameras are not recommended, but are permitted as long as they are safely mounted. These cameras should be small and obscure, close to the car body, and not to protrude outside the car outlines when looking from above. The camera cannot be mounted on an arm and the max distance including mounting, from the mounting surface is 50mm. Must be secured with a metal wire.

All cameras must be mounted during scrutineering.

For image rights and copyright, see Art. 16 Part 1: Sporting Regulations.

2.10.6 Battery

991: The battery has to be original size, with the original mounting, and in its original position.

The terminals must be protected to prevent short circuits. Tape alone is not enough for protection.

The use of Lithium batteries is prohibited.

992: The battery must be the original with the corresponding car part number.

It should be in the original mounting and its original position.

2.11 Miscellaneous

2.11.1 Seals

The following seals may be affixed at the works

Engine

Valve cover, left (1x) Valve cover, right (1x) Oil pump bottom (1x)

Engine control unit: Connector for control unit wiring harness (2x), mandatory.

If seals and marks are applied to the car 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 car may be disqualified from the event.

If any of the seals on the engine control unit are opened to allow welding work to be carried out it has to be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after closure of the "Parc Fermé".

2.11.2 Electronic car configuration

Throughout each event, the car with ABS must be run with the following configuration settings:

- traction control and ABS variant "Basis" and the logged channel "log_car_variant" with the value "1" visible in the display
- exhaust system setting on standard with "CW_SILENCE" visible in Racecon" and the logged channel "B_silence_pt" both with the value "0"

2.11.3 Additional fixation of 992 rear brake air duct

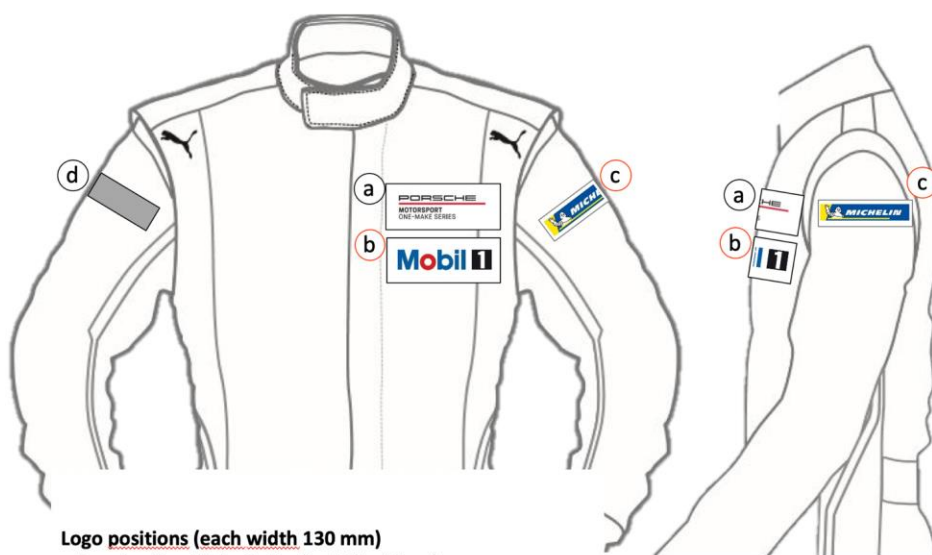
It is permitted to secure the two halves of the air duct element (part numbers 9F1.615.457, 9F1.615.458, 9F1.615.447 and 9F1.615.448), using a maximum of 3 cable ties around each element, to prevent their separation.

Part 3: Attachments / drawings

Attachment 1 – Badge Regulations 2024*

In due time prior to the first event, all Competitors entered for the 2024 Series will receive an adequate number of the obligatory badges for their Drivers' racing overalls. All obligatory badges must be sewn onto the Drivers' overalls in accordance with the specifications below.

Any affixing of badges onto overalls must be done in a professional manner and in compliance with ISC Appendix L Chapter III Article 2. The following positions must be used for the affixing of obligatory badges:



Logo positions (each width 130 mm)

- a** Porsche One Make Series (individual logo)
- b** Mobil 1 Logo (challenges and trophies as per local contract)
- c** Michelin Logo (challenges and trophies as per local contract)
- d** Reservation Porsche

19.10.2021

2021_OMS_Badge Regulations_V1

Team wear

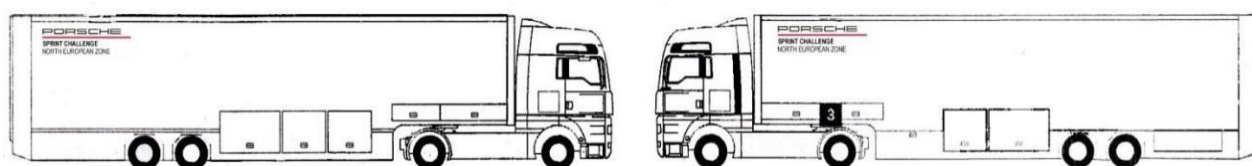
All adult members of the Team must wear a uniform, Challenge-approved shirt, or jacket with the Challenge Series logo on the left chest with the partner logo during the competition event. It is also recommended that even the children should wear team outfits or at least Porsche-style outfits. Through the Challenge organization, Teams can purchase official technical T-shirt and official coat where the Teams can print their own Team-logo as well as the sponsors logos.

Team mechanics overalls and other clothing must bear Challenge-badge with the sponsor logo on the left chest.

The rule for Team-wear advertisement is the same as for the cars.

Service and transport vehicles and trailers

All service and transport vehicles in the paddock area must have the Challenge series logo in the upper left corner of the sidewall. Stickers are available in size "Trailer" and "Semi"



The rule for all service and transport vehicles advertisement is the same as for the cars.

Sporting and Technical Regulations 2024

Attachment 2: Sticker regulations

Number	Quantity	Size (in mm)	Colour	Logo/Symbol	Placement
1	2	100 / 200 height	white	Driver's name and starting number	Windscreen, top right Rear window, top center
2	2	300 x 308	white with black frame	Starting number plate, Series identification	Left and right door
3	2	300x80	original colours	<u>Reservation</u>	Door, above starting no
4	2	300x80	original colours	Sportiveikot	Door, 1 st below starting no
5	2	300x80	original colours	Viking Hinaus	Door, 2 nd below starting no
6	2	35 height	black or white	www.porsche.fi	A-pillar, left and right
7	1	526 x 32	black or white	Porsche Logotype	Rear lid
8	1	256 x 40	black or white	GT3 Cup	Rear lid
9	1	207 x 107		Flash for current interrupter+ E for extinguisher; lifting points	Front bonnet, left; roof
10	1	1244 x 133	black or white	Porsche Logotype	Windscreen
11	1	530 x 120	MICHELIN original colours	MICHELIN	Front bumper
12	2	255 x 50		<u>Reservation</u>	Area above daytime running light unit
13	2	300 x 66	original colours	Mobil 1	Left and right front bumper
14	2	250 x 66	original colours	EuroWagon	Left and right front bumper
15	1	300 x 66	original colours	Mobil 1	Rear bumper
16	2	260 x 97	VM with white background	Vauhdin Maailma	Front and rear bumper
17	2	360 x 66	MICHELIN original colours	MICHELIN	Rear bumper
18	2	182 x 77	original colours	<u>Reservation</u>	Side area, left and right
19	2			<u>Reservation</u>	Lateral plates of rear wing, left and right

In addition:

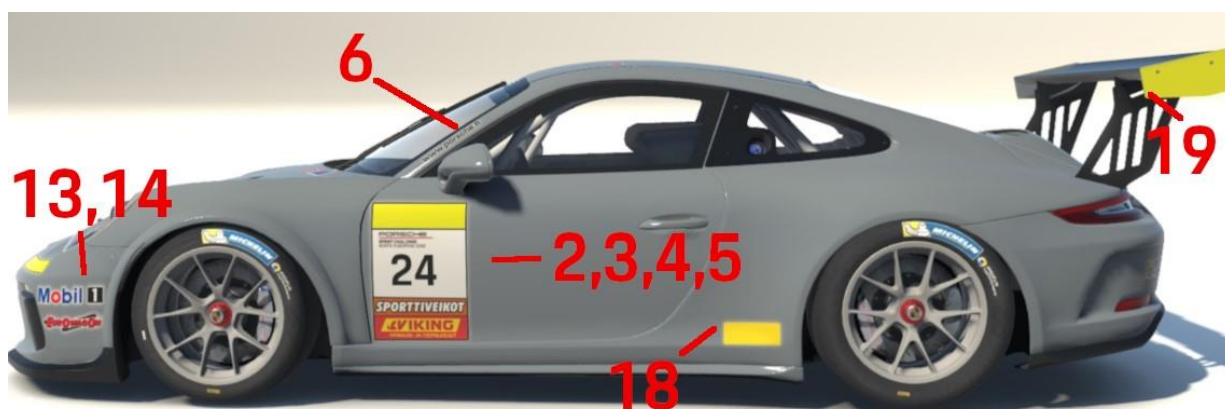
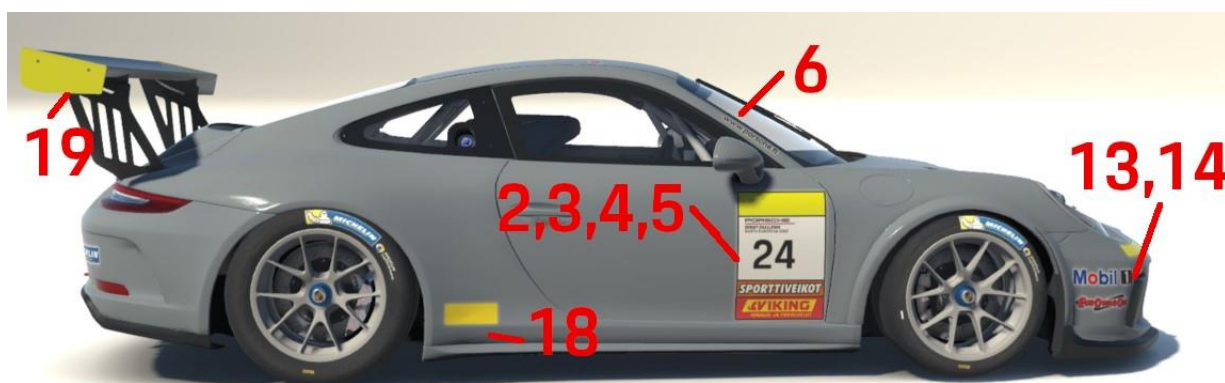
Center front radiator mesh: a white team logo may be painted. Side meshes or black parts of 992 front bumper must not be painted or have stickers.

Attachment 2.1 - 991 Sticker Regulations 2024*

Porsche Motorsport

International One-Make Series

Sticker Regulation 2024 - Porsche 911 GT3 Cup (991)



Porsche Motorsport

International One-Make Series

Sticker Regulation 2024 - Porsche 911 GT3 Cup (991)

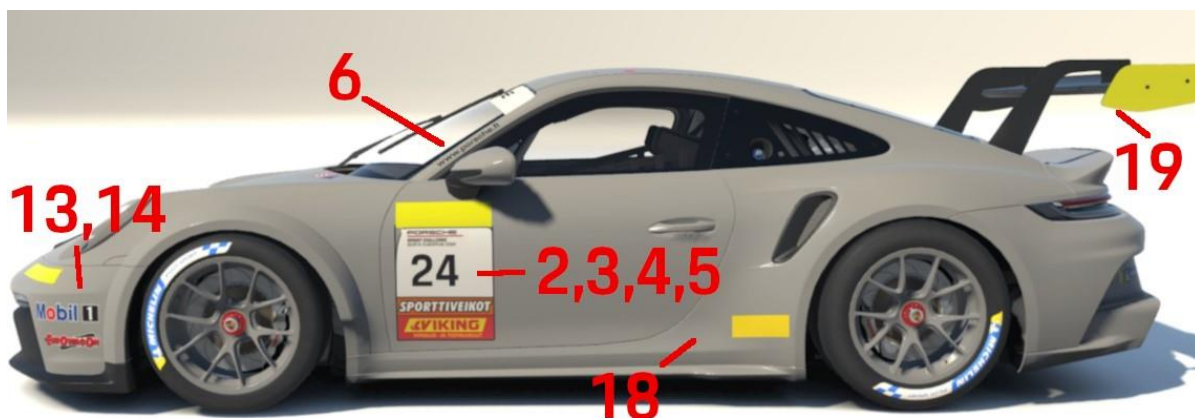
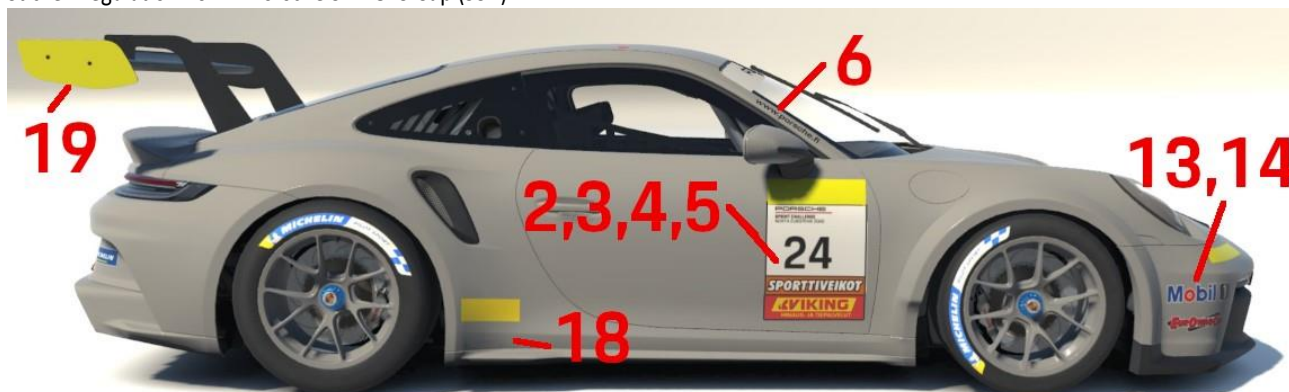


Attachment 3.1 – 992 Sticker Regulations 2024*

Porsche Motorsport

International One-Make Series

Sticker Regulation 2024 - Porsche 911 GT3 Cup (992)

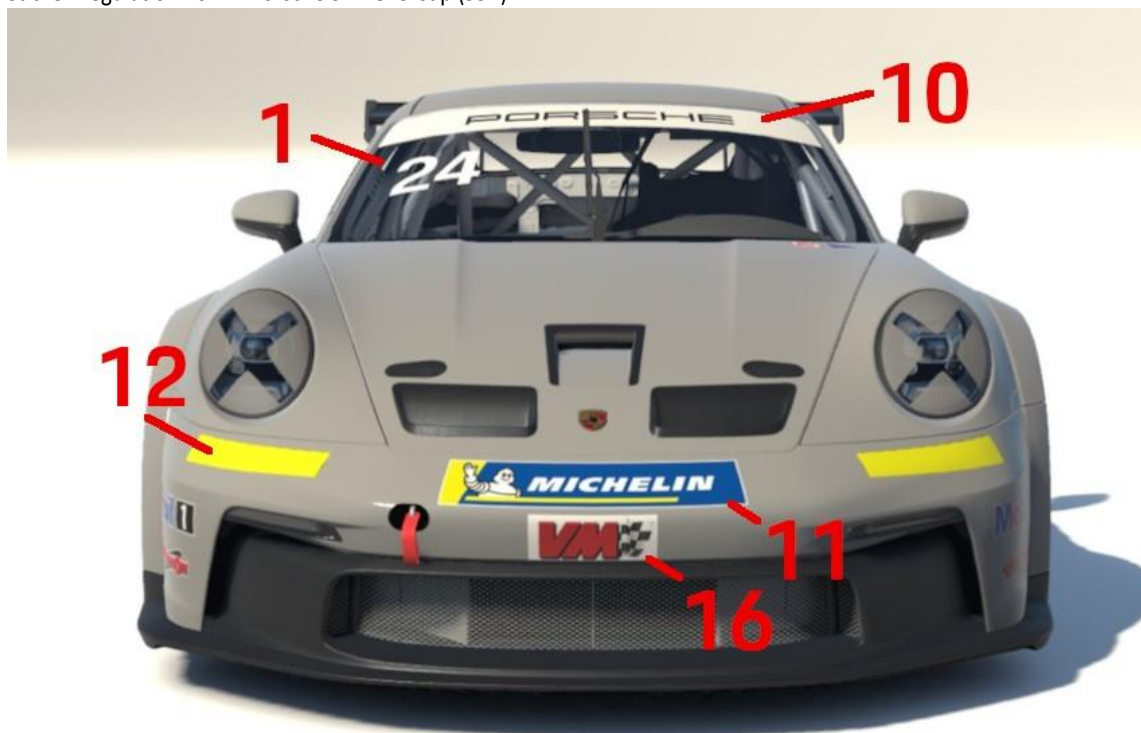


Attachment 3.2 – 992 Sticker Regulations 2024*

Porsche Motorsport

International One-Make Series

Sticker Regulation 2024 - Porsche 911 GT3 Cup (992)



Attachment 4 – INFO-PLATE for the dashboard:



W 200 mm x H 100 mm

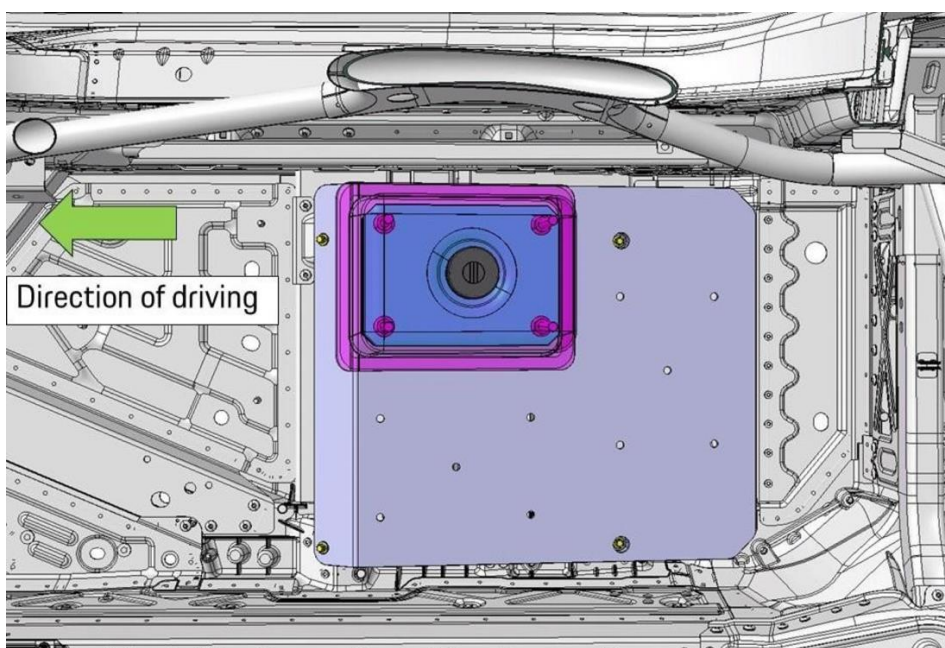
Attachment 5 – Ballast weights mounting

991

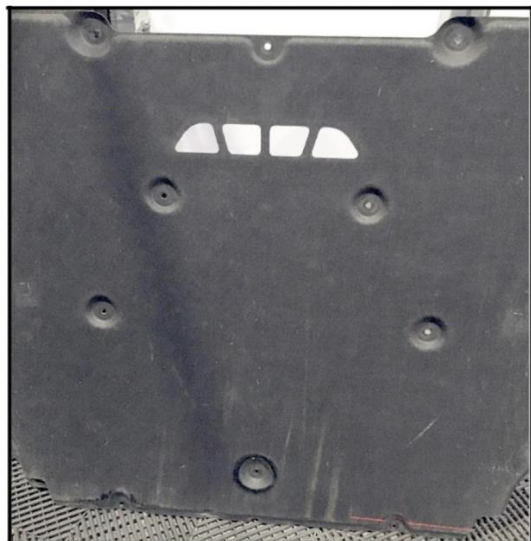


992

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



Attachment 6 – 991 Front underbody cover



Only cover 991.504.601.8B is permitted



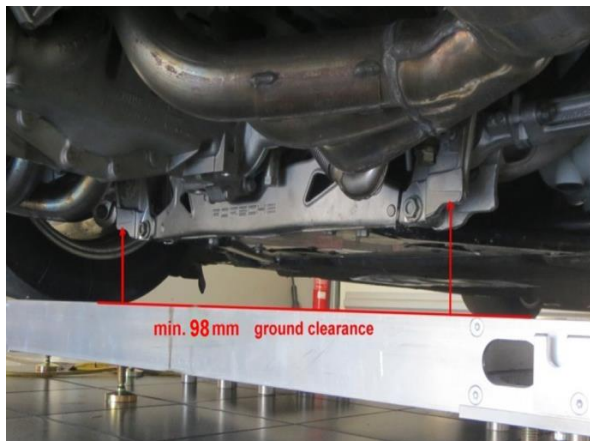
Cover 991.504.601.8A is not permitted

Attachment 7 – 991 Ride height measuring points

Front axle 77mm

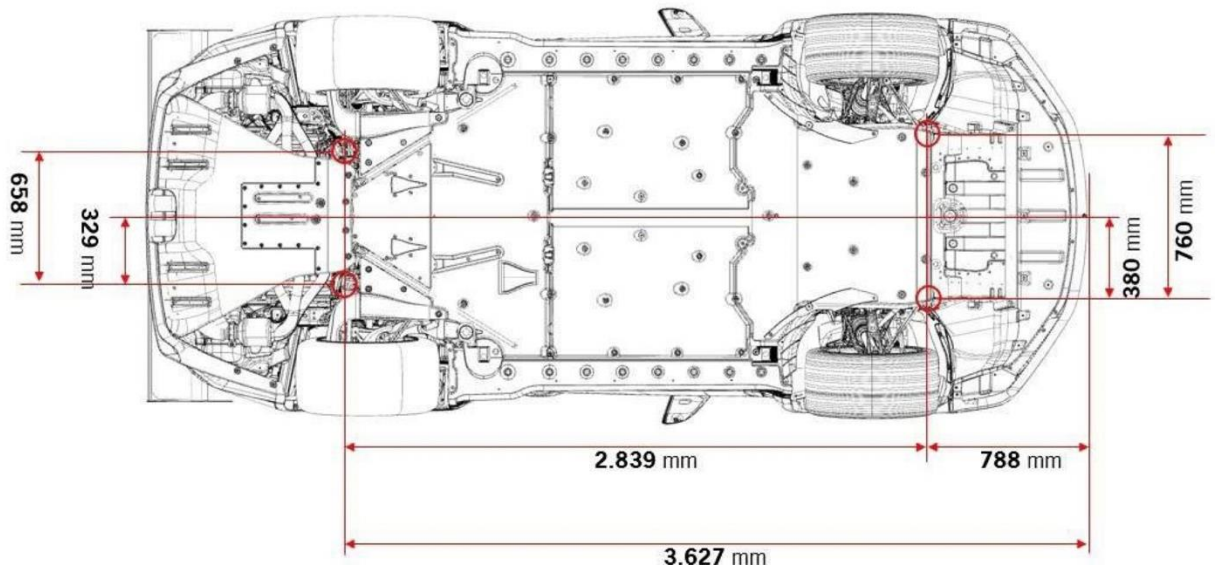


Rear axle 98mm

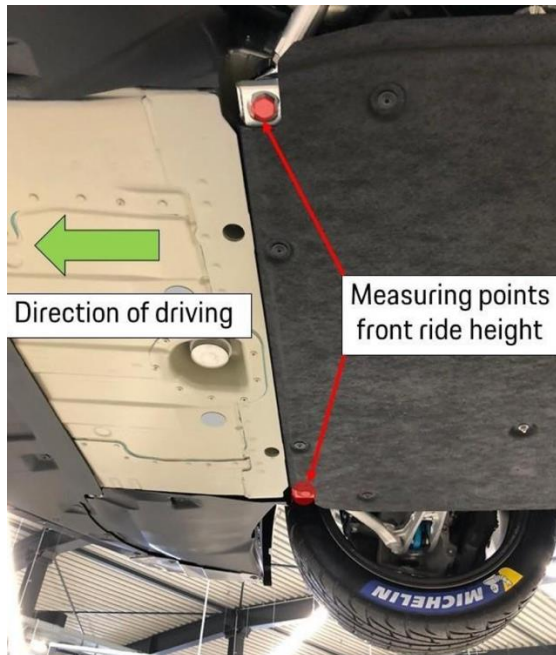


Attachment 8 – 992 Ride height measuring points

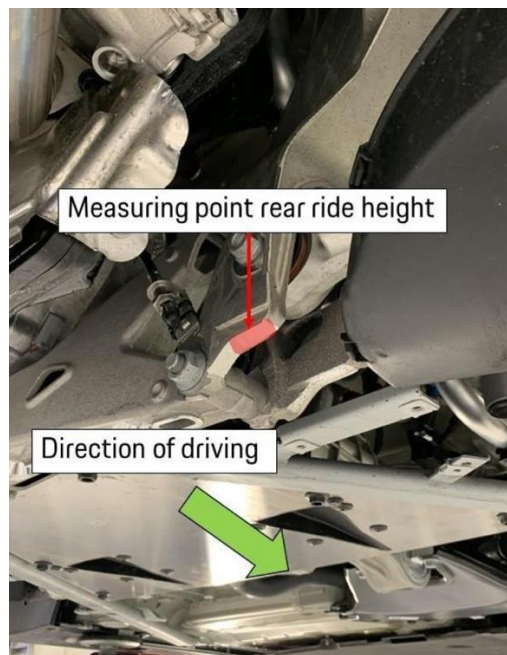
Positionen Fahrhöhenmesspunkte/ ride height measuring positions



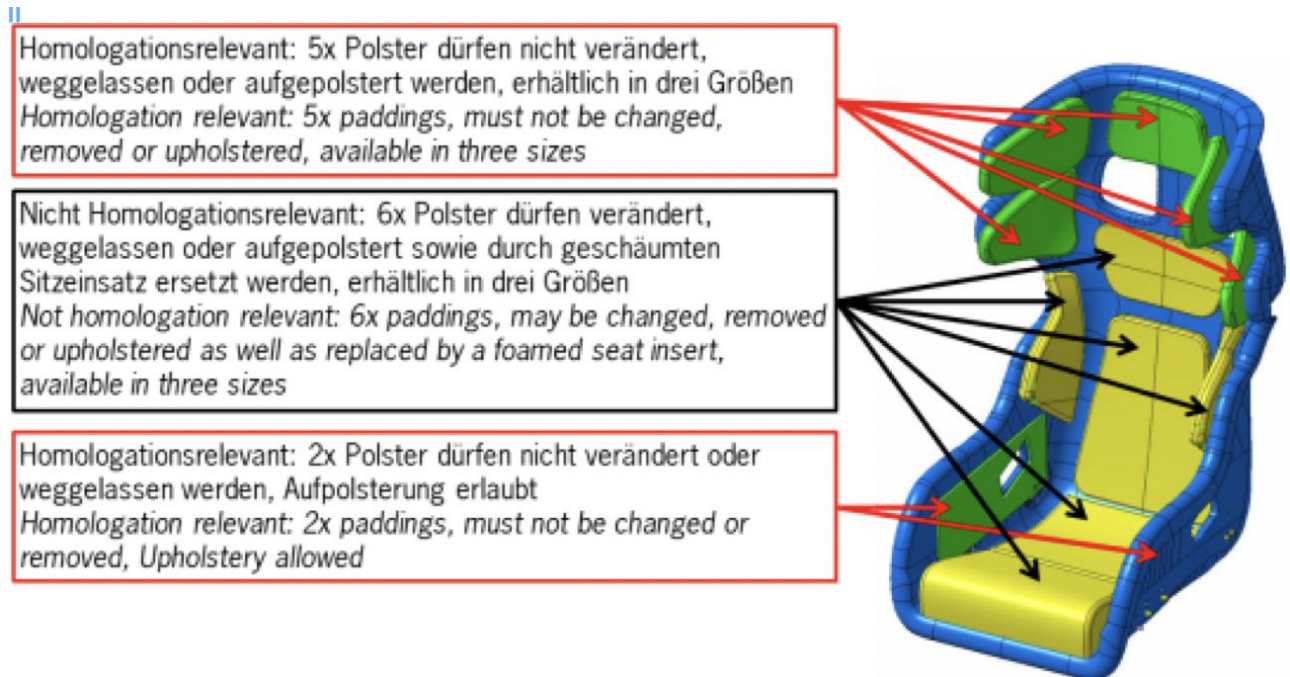
Front axle 71mm



Rear axle 104mm



Attachment 9.1 – 991 Seat padding



The adaption of the seat by removing or adding of original **Recaro** seat padding is forbidden in the areas of the seat shown in green colour on the illustration above.

Any modification of the seat padding shown in green colour is strictly prohibited. The use of the different sizes paddings is permitted, also in the areas shown in green colour, as long as they are not modified.

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

Upholstery of the areas shown in yellow colour on the illustration above is permitted by either using original Recaro paddings or using a foamed seat insert, as long as the insert is made of fireproof material, coloured in black and its maximum thickness at any point does not exceed 50 mm in size.

The preferred supplier for padding components is the seat manufacturer (Recaro). The original seat mounting (seat rails and bracket) must be retained and must not be modified.

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

Attachment 9.2– 991 Seat padding

Please note the Service Information 02/11/2022, Archive no. PA10_1180 “Side head support”

PORSCHE
MOTORSPORT

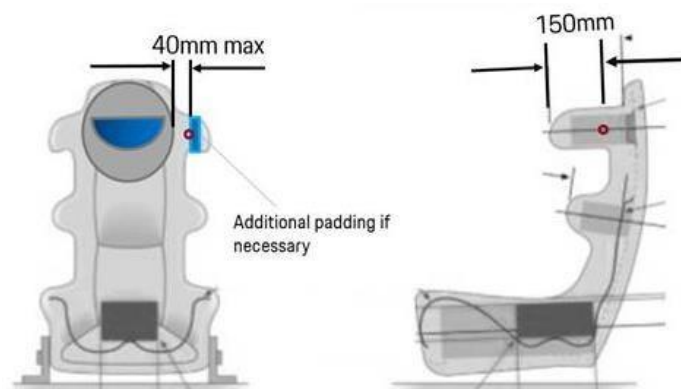
Porsche Motorsport points out that when running the above-mentioned cars from 01 January 2023 onwards, due to an amendment of Appendix J, Article 253, §16.1 of the FIA Regulations (see text below), the lateral distance between the helmet and the side head support of the seat must not be greater than 40mm. The material of the foam extension must be the same as the one in the head support of the given seat.

Failure to comply with the rules may result in disqualification or even non-participation of the vehicle in an event.

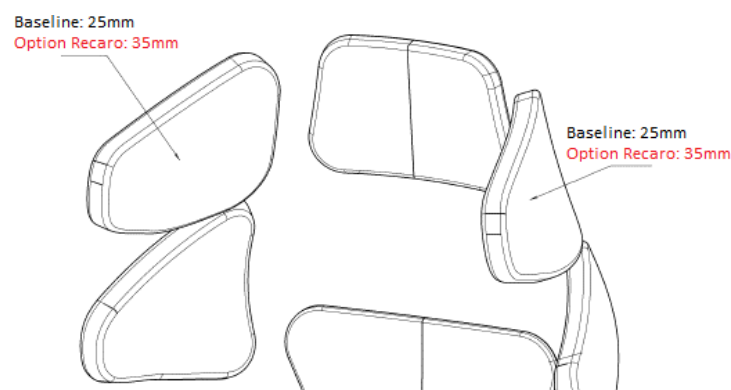
Text section of the FIA Regulations, Appendix J, Article 253, §16.1:

“The lateral distance between the helmet and the side head support (measured at 150 mm from the forward face of the side head support) must not be greater than 40mm and may be adjusted by means of additional foam properly fixed to the seat.

The material of the foam extension must be the same as the one in the head support of the given seat.”

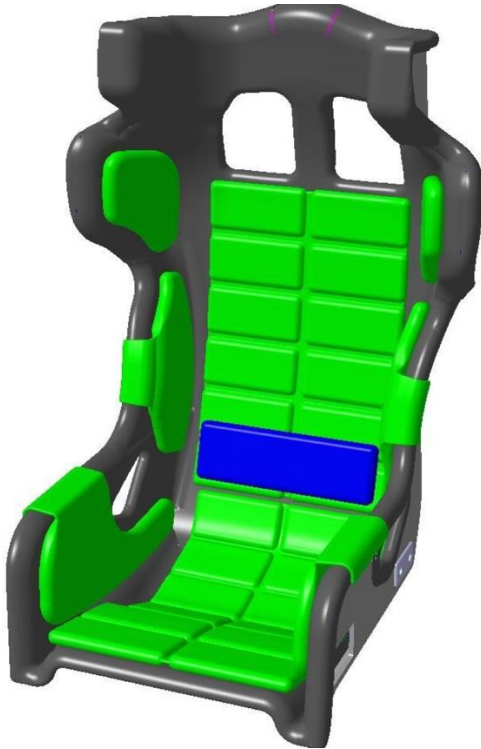


The standard pad kit which is delivered with the seat has a thickness of 25mm. The supplier RECARO offers an option with a thickness of 35mm. For further details regarding order number and price, please contact directly RECARO.



Important: Only one pad kit may be used at a time, never two on top of each other!

Attachment 10 – 992 Seat padding



The adaption of the seat by the addition of original **Sabelt** seat padding shown in green and blue in Attachment 10 is permitted . Each padding shape may only be used in the specific and correct location and direction as shown in Attachment 10.

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.

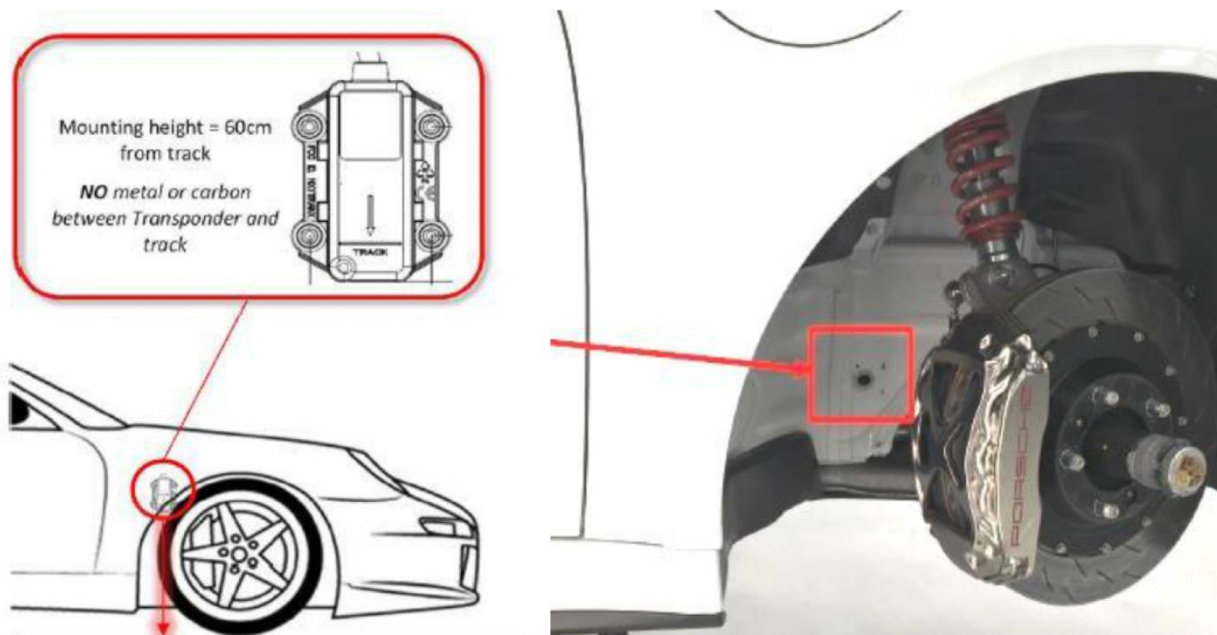
A foamed seat insert, according to FIA Appendix J, Article 253-16, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

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

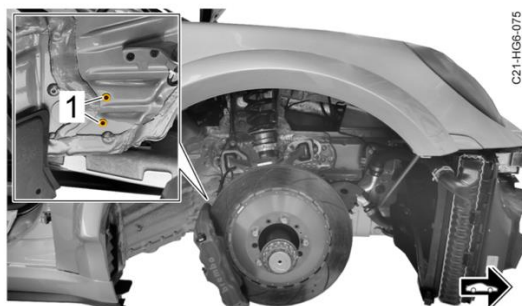
The provisions of FIA International Sporting Code Appendix J Article 253 - 16 must be complied with at all times.

Attachment 11 –Timing Transponder Position:

991



992



Attachment 12: Tyre tracking log

Tyre Tracking 2023 Slick Tyres

Porsche Sprint Challenge NEZ

Date	Race Track	Competition Number
Driver's Name		
New Tyre Number for this Race		
1		
2		
3		
4		
Sections 5-8 will only be completed in the first race of the season		
5		
6		
7		
8		
New tyre number after a damage		
Signature of Driver or Crew Chief		

This form must be completed and returned to Technical Scrutineering before Qualifying

Attachment 13 – Car weights

1. Total minimum weight, TMW (The number specified by the rules. “Car ready to drive + driver including driving gear.”)
 Car’s Factory minimum weight, FMW (Car ready to drive)
 Driver minimum weight, DMW (driver including driving gear)
 Calculated car’s minimum weight during the Event, CMW (TMW – DMW)

			TMW	FMW
991.1	MY 2013 - 2016		No driver weighing	1225 kg
991.2	MY 2017 - 2020	Pro	1325 kg	1225 kg
991.2	MY 2017 – 2020	Masters	No driver weighing	1225 kg
992	MY 2021 –	Pro	1400 kg	1295 kg
992	MY 2021 –	Masters	No driver weighing	1295 kg

2. After the preliminary scrutineering, during the Event, only the car will be weighed.
 The calculated car’s minimum weight will be used (TMW – DMW = CMW).
 In any case can’t the calculated car weight be less than the Factory minimum
 The scales at the Event are decisive even if they show a little different reading than competitors' scales used at home.
 Entrants have the opportunity to check the weight of their cars with the official scale before the start of Qualification.
 Total minimum weight (TMW) is not indicated for a few car models. Then the minimum weight of the car during the Event is always the minimum weight stated by the Factory (FMW).
3. If, during any post session weighing procedure, the car is found to be below the currently applicable minimum weight, the Chief Scrutineer will be summoned. The car will be weighted three times, the scales zeroed between each weighting and having tyres in the middle of scale elements. The final car weight is the average value of these three weights. If this final figure is below the car’s minimum weight the matter will be reported to the Stewards for their handling.
4. The tolerance of the car scales is 2kg.

TMW = Total Minimum Weight
 FMW = Factory Minimum Weight
 DMW = Driver Minimum Weight
 CMW = Calculated Minimum Weight

Attachment 14 – Alternative Part Number Reference Table

Part	Number	Alternative Number (previous model)
AUXILIARYWEIGHT 2KG/6MM	9F1801141	99150484800
AUXIALIARY WEIGHT 3,5KG/10MM	9F1801141A	99150484801
AUXILIARY WEIGHT BIG 6,8KG/20MM	9F1801141B	99150484802
COVERING AUXILIARY WEIGHT	9F1801575	9915048659B
KNURLED NUT COVERING	WHS001903	9915048529B
WHEEL NUT LEFT	9F1412157	9973313079A
WHEEL NUT RIGHT	9F1412158	9973313089A