



General Regulations for Series run on Circuits / Automobile Sport
(as 25/07/2023)

Name of the Series: **Porsche Carrera Cup Middle East**

Status of the Series/Events: **International**

The GT3 Cup Challenge Middle East W.L.L. in association with Porsche Middle East (PME) and the Bahrain Motorsport Federation (BMF), hereinafter called the Series Organiser, are hosting the Porsche Carrera Cup Middle East for 2023/2024.

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This is an important document.

All drivers and entrants should read these regulations before completing the relevant entry form.

Please contact the Porsche Carrera Cup Middle East (PCCME) organization if you have any questions in relation to these regulations.

Lechner*Racing*

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Part 1: Sporting Regulations

1. Introduction

The Porsche Carrera Cup Middle East Series, hereinafter called the Series, is organised in conformity with the provisions of the FIA International Sporting Code and its appendices (the Code). 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. 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 and then the Porsche Carrera Cup Middle East Regulations. Matters relating to a specific competition will be included within the Supplementary Regulations for the relevant event.

The Series in 2023-2024 consists of 12 races in 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
- ExxonMobil
- Lechner Racing

* 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

The GT3 Cup Challenge Middle East W.L.L. in association with Porsche Middle East (PME) and the Bahrain Motorsport Federation (BMF), hereinafter called the Series Organiser, is hosting the Series in 2023-2024. The permanent office address of the Series Organiser is:

GT3 Cup Challenge Middle East W.L.L.
Flat/Shop No. 16, Building 255, Road/Street 62
Gulf of Bahrain Avenue, Town Hawrat Ingah, Block 1062

Kingdom of Bahrain

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2.2 Name of the parent ASN

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Kingdom of Bahrain

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<https://bmf.com.bh>

2.3 ASN Visa/Registration number

The Series is based on these Sporting and Technical Regulations and has been approved by the Bahrain Motorsport Federation on 28/07/2023.

2.4 Organising Committee and Sporting Committee

2.4.1 Organising Committee

The Organising Committee for the Porsche Carrera Cup Middle East competition at each Series event (unless amended in the relevant event Supplementary Regulations) will be:

- Robert Lechner, Head & Promoter – Porsche Carrera Cup Middle East
- Walter Lechner, Technical Director – Porsche Carrera Cup Middle East
- Michael Schoech, Project Manager & General Manager – Porsche Carrera Cup Middle East

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other employees of GT3 Cup Challenge Middle East W.L.L., and GT3 Cup Challenge Middle East W.L.L. may nominate additional members of the Organising Committee where necessary.

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

2.4.2 Sporting Committee

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

- The Series Organiser;
- The Permanent Race Director;
- The Driving Standards Adviser;
- The Series Technical Support 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

(see also relevant Supplementary Regulations for each event)

- Chris Norman, Race Director – Porsche Carrera Cup Middle East
- TBA, Driver Standards Adviser – Porsche Carrera Cup Middle East

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 the BMF approved modification and supplements (bulletins) and
- Supplementary Regulations for Series events including modifications and supplements issued by the BMF 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.
- BMF Event Regulations
- BMF Circuit Rules, except where any special regulations are set out in the rules presented here
- BMF Licence Regulation
- FIA Judicial and Disciplinary Rules
- BMF Decisions and Provisions, BMF 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 BMF Code of Ethics
- Other FIA and BMF regulations as applicable

3.1 Official language

For these regulations of the Porsche Carrera Cup Middle East only the English text approved by the FIA/BMF is binding.

In case of interpretation the BMF 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 Carrera Cup Middle East Code of Good conduct

The Porsche Sprint Challenge Middle East 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 Carrera Cup Middle East and to comply with the rules of conduct of the Series.

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

- treat all participants, officials and organisers respectfully,
- follow the laws and the rules of the sport, exemplify and promote fairness together with the rules of conduct,
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e.g. press releases, posts in social media, etc.
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal,
- always comply with the purpose of the sport,
- inform those who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance,
- cooperate with all other persons involved 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.

4. Entries

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

- (a) Application for entry to the Porsche Carrera Cup Middle East must be submitted by a Competitor using the official "Application for Entry" form (as supplied by the Series Organiser) and must be received by the Series Organiser by 15th September 2023. 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. An additional "Application for Team Entry" for each respective Competitor must be submitted in writing and requires written approval by the Series Organiser.

- (b) Each Competitor must nominate his representative in writing 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 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.
- (c) 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 and to score points in any Driver Classification.
- (d) 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 Entry" by 15th October 2023. The Series Organiser reserves the absolute right to accept or reject an application for a Permanent that arrives after this time limit. With the submitted "Application for Driver Entry" a Permanent Driver must specifically indicate if he wishes to participate in the ProAm Classification or the Am Classification. The "Application for Driver Entry" must be signed by the Driver and the Competitor. The Competitor will receive a written confirmation if his Permanent Driver has been accepted.
- (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 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. The "Application for Driver Entry" must be signed by the Driver and the Competitor. The Competitor will receive a written confirmation if his Non-Permanent Driver has been accepted.

- (f) The Series Organiser reserves the right to refuse an "Application for 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.
- (g) Notwithstanding acceptance of any "Application for 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.
- (h) Prior to making any change to the on-site set up and working appearance a Competitor must submit a written request to, and receive approval from, the Series Organiser a minimum of 14 days prior to the start of the competition concerned (ISC Art 2.1.7.a refers). No separate hospitality or entertaining structures will be permitted by Competitors/Drivers within the paddock.
- (i) The respective classification will only be considered (and awarded) if its participation exceeds the minimum of 3 competitors

All applications must be fully completed and signed (in original form) by the competitor licence holder and must be sent minimum by e-mail to following e-mail addresses: michael.schoech@gt3me.com.

4.1.1 Overall Classification

The Overall Classification is the official Driver championship classification of the Series.

4.1.2 ProAm Classification

The ProAm Classification is a separate classification for Drivers without a professional motor racing background.

The PCCME ProAm Trophy title is open only to drivers who are adjudged by the PCCME organizers to be competing in professional amateur spirit. Drivers wishing to be eligible for the ProAm Series must make a written application to the PCCME organisers and submit it along with their series registration. The PCCME organisers will review the application for ProAm status and decide whether to accept it. The criteria applied for making the decision about a ProAm Classification will include the drivers past performances, professional profile, age etc. The decision taken by the PCCME organisers cannot be appealed. Upon registering for the ProAm Series, the driver agrees to accept these terms and conditions. Drivers entered for the ProAm Series will be eligible to score

points for the Overall Classification (Main Series) and ProAm Series separately. Drivers entered for the ProAm Series performances will be monitored through the season and at any one time at the discretion of the Organising Committee can be re-categorized and this decision is irrevocable and shall apply to the end of the current season. Any driver has the right to ask the organiser to rectify his categorization, with the support of all the necessary proofs and documents. Without proof, the request will not be examined.

4.1.3 Am Classification

Driver which is considered as pure amateur with little to no experience on the specific car used in this Series. Only Am categorized drivers are allowed to have active ABS (Anti-Blocking System) and TC (Traction Control) systems activated.

Drivers entered for the Am Series will be eligible to score points for the Overall Classification (Main Series) and Am Series separately. Drivers entered for the Am Series performances will be monitored through the season and at any one time at the discretion of the Organising Committee can be re-categorized and this decision is irrevocable and shall apply to the end of the current season. Any driver has the right to ask the organizer to rectify his categorization, with the support of all the necessary proofs and documents. Without proof, the request will not be examined.

4.1.4 Porsche Junior Programme

The Porsche Carrera Cup Middle East Porsche Junior Programme serves as the official development platform for a talented young driver within the series. The selection of the participant for the programme is determined by the Organising Committee from the pool of permanent entries.

To be eligible for participation and to receive the full support of the programme the Driver must meet the following criteria:

- Not be born before 30. November 2001;
- Be registered as a full season entry;
- Must compete in at least six events, including all races at those events;
- Ensure peak physical and medical condition;
- Have no outstanding sports disciplinary proceedings;
- Not be a member of the Porsche Motorsport Junior Programme.

The Porsche Carrera Cup Middle East may nominate one Driver for the Porsche Junior Shootout 2024, however being a Driver in this series' Porsche Junior Programme does not a guarantee nomination for the Porsche Junior Shootout 2024.

4.1.5 Guest Teams

- (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 days prior to the start of the relevant competition (ISC Art 2.1.7.a refers) using an "Application for Entry" (as supplied by the Series Organiser). The Series Organiser reserves the right to accept or reject an "Application for Entry" that arrives after this time limit. The Competitor will receive a written confirmation if his Guest Team has been accepted. The Series Organiser reserves the right to refuse an "Application for Entry", at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.
- (c) Each individual "Application for Guest Entry" 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. Competition numbers 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.
- (d) The Series Organiser reserves the right to enter cars under its own "Application for Entry".

4.1.6 Guest Drivers

- (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 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" that arrives after this time limit.
- (c) The Competitor will receive a written confirmation if his Guest Driver has been accepted. The Series Organiser reserves the right to refuse an "Application for 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.
- (d) Guest Drivers participate with a car that is entered for only one competition and without a previously existing competition number for the entire Series. Guest Drivers may participate in a car that has been used by a previous Guest Driver with the same or different competition number.

- (e) Priority in the acceptance of entries will be given to the registered Competitors.
- (f) The Series Organiser reserves the right to enter Drivers under its own "Application for Driver Entry".
- (g) The Series Organiser also reserves the right to permit additional entries to individual competitions.
- (h) 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.
- (i) The minimum licence requirement for Driver participation in the Porsche Sprint Challenge Middle East is FIA International Licence Grade C-Circuit (ITC-C) issued by an FIA-affiliated ASN and valid for 2022-23.

4.1.7 Authorisation

- (a) With the submission of the "Application for Entry" or "Application for Driver Entry", Competitors authorise the Series Organiser to submit entry forms on their behalf for those events which host races which form part of the Series in 2023-2024. 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.

4.1.8 Driver transfers between teams

- (a) A Driver may transfer from one Competitor to another during the season but having done so may not transfer back to the original Competitor. Any Driver wishing to transfer to another Competitor must complete an "Application for Driver Entry" form and submit it to the Series Organiser.
- (b) A Driver transferring to another Competitor may take his competition number with him.

4.1.9 Replacement of cars, engines or gearboxes

A Competitor may not replace a car that has already been entered, unless the car has suffered significant or irreparable damage at a preceding event or during an event. The Competitor must make written application to the Series Organiser seeking permission to enter a replacement car and it shall be at the sole discretion of the Series Organiser whether to accept or reject the application. Where the Series Organiser 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.

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

4.1.10 Commitment to participate

(a) **Competitor obligation.** Upon registration of a Permanent Entry, a Competitor undertakes to participate with each registered car in all official Season Tests and all competitions of the Series in 2023-2024 without exception.

(b) **Failure to participate.** Any Competitor or Driver who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser in writing at the earliest opportunity and in any event no later than 48 hours before 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 non-participation 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 3.000,- per car and/or Driver. The Stewards together with the Series Organiser 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.

4.1.11 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.

4.2. Entry fees

4.2.1 Entry fee for the season

The Entry fee will be invoiced, plus value added tax as effective by law, by GT3 Cup Challenge Middle East W.L.L. after assessing the "Application for Entry". The invoice is not a confirmation of acceptance of the "Application for Entry".

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 and/or any future viruses that may cause a epidemic or pandemic, shall release the Series Organiser from its duties to perform regarding the aforementioned scope of services

If attendance at any event(s) has to be limited to essential personnel only, it will be necessary to restrict the

provision of tickets and passes accordingly. If so, the Series Organiser will notify Competitors of the number of passes which will be made available for the applicable event(s).

4.2.2 Entry fees per competition

The Guest Entry fee will be invoiced, plus value added tax as effective by law, by GT3 Cup Challenge Middle East W.L.L. after assessing the "Application for Team Entry". The invoice is not a confirmation of acceptance of the "Application for Entry".

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 and/or any future viruses that may cause a epidemic or pandemic, shall release the Series Organiser from its duties to perform regarding the aforementioned scope of services.

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

4.3 Competition numbers

The participants will be allocated with competition numbers by the Series Organiser for the entire season and to guest Drivers for each event. The competition numbers for returning Competitors will be allocated based on their allocated competition numbers in the past season(s). The Competitor may choose which of the allocated numbers is assigned to each car. Once a competition number has been assigned to a Driver, the number will remain with that Driver 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 Required grade of licence

a) Drivers

Drivers holding a valid International Driver's licence for 2023-2024 issued by an FIA-affiliated ASN, of Grades

- International Licence Grade A (ITA)
- International Licence Grade B (ITB)
- International Licence Grade C-Circuit (ITC-C)

who are registered for the Porsche Carrera Cup Middle East 2023-2024 and have paid the fees as per registration fees and contractual obligation are eligible. Employees of GT3 Cup Challenge Middle East W.L.L. and its subsidiaries are not eligible to participate.

b) Competitors

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

c) Age regulations

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

5.2 Conditions for Competitors outside their national territory

BMF licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the Series.

For every competition foreign Competitors/Drivers must present the written 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 and Driver on the exclusion of liability, disclaimer of the car owner

In accordance with BMF Event Regulations.

7. Events

7.1 Calendar of events*

The 2023-2024 Series consists of 6 race events with 12 races and 7 official test days organised as circuit races. At each event there will be one race. However, under exceptional circumstances should a race be cancelled or deferred then there may be two races at a subsequent event. Should a venue host more than one Series event on consecutive weekends, each race weekend will be considered a separate event. Should there be more than one 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.

Event	Date	Circuit	Configuration
Official Test 1 & 2	28.10. – 29.10.2023	Bahrain International Circuit, BAH	GP Circuit
Round 1 (WEC)	02.11 – 04.11.2023	Bahrain International Circuit, BAH	GP Circuit
Official Test 3	14.12.2023	Bahrain International Circuit, BAH	GP Circuit
Round 2	15.12. – 16.12.2023	Bahrain International Circuit, BAH	GP Circuit
Official Test 4 & 5	18.01. – 19.01.2024	Dubai Autodrome, UAE	GP Circuit
Round 3	20.01. – 21.01.2024	Dubai Autodrome, UAE	GP Circuit
Official Test 6 & 7	25.01. – 26.01.2024	Yas Marina Circuit, UAE	GP Circuit
Round 4	27.01. – 28.01.2024	Yas Marina Circuit, UAE	GP Circuit
Round 5 (F1)*	29.02. – 02.03.2024	Bahrain International Circuit, BAH	GP Circuit
Round 6 (F1)*	07.03. – 09.03.2024	Jeddah Corniche Circuit, KSA	GP Circuit

*Subject to final confirmation

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 24 and to an overall maximum of 28 including Guest starters. Entries by the Series Organiser are excluded from the overall limit of 28. By exception and at the sole discretion of the Series Organiser, the maximum number of permitted cars may be increased.

8. 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 satisfies the conditions for the awarding of points and 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 and/or Competitor who they deem responsible for causing the stoppage of a race which is then declared null and void and cannot be restarted. If there has also been no Qualifying Classification, then no points will be awarded.

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

8.2 Table of points

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

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

15 th Place:	1
16 th Place or below:	0

Guest Drivers entered by the Series Organiser will participate and not be included in the 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 Driver Classification, Overall, ProAm and Am Classification

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 Overall, ProAm and Am Classification are listed separately. The winner of each classification is the entered Driver with the highest total number of points of all races. The winner of the 2023-2024 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.

Points for the ProAm and Am Classification will be awarded separately using the same 'Table of Points', hence the highest placed ProAm Classification Driver will be awarded 25 points in the ProAm Classification, and so forth. The same applies for the Am Classification.

It is permitted for a Driver to change teams during a season (subject to Article 4.1.8) and to continue scoring points for the Drivers' championship (Overall, ProAm or Am).

Guest Drivers will not be awarded points for the Overall or ProAm Classification but may participate in any podium ceremonies as applicable.

Permanent Drivers and Non-Permanent Drivers classified behind Guest Drivers in the race results from an event will move up within the Driver ranking accordingly.

8.4 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 classification.

If there are more than two cars entered under one Competitor licence, the Competitor must nominate two eligible Team scoring Drivers for the corresponding competition in writing before the end of the administrative checks at each event of the Series. Should the Competitor fail to nominate two Drivers then the two respective Drivers with the lower two competition numbers (the lowest number being 1) will be nominated automatically for that competition by the Series Organiser. No other cars from that Competitor will be considered for the Team Classification.

Fictive team names may be accepted by the Series Organiser, but are not eligible for scoring points for the Team Classification. The series organiser reserves the absolute right to accept or reject the fictive team names.

A team shall be characterized by a common purpose and represent a principle of unity, which can be, for example, but not limited to: a country, a family, an association and a company. In order to collect points for the team classification, the competing entrant shall comply with the following instructions:

- Valid team licence issued by the appropriate ASN
- the cars must be located in the same garage block or unit.
- the drivers shall share technical staff.
- the cars must be presented in a similar livery at each event. This may be realized through identical design, but different colours and/or sponsor logos, or through identical sponsor logos, but different design.

If a **Non-Permanent Driver** takes part in a car registered in the 2023-2024 Series, the Competitor will receive the points in the Team Classification achieved in accordance with the result in the race (subject to Article 4.1 **Fehler! Verweisquelle konnte nicht gefunden werden.**).

Results of **Guest Drivers** will not count towards the Team Classification of the Series. Drivers classified behind Guest Drivers in the race results from an event will move up within the Driver and Team points ranking accordingly.

8.5 GCC Classification

Driver residing in the GCC and having a passport from one of the GCC countries are eligible to participate in the GCC Classification. The GCC Classification is independent of the Driver and Team rankings. Points for the GCC Classification will not be awarded separately but will be based upon the points scored in the final race results. All results count for the final GCC Classification; there are no void results. The winner of the GCC Classification is the driver with the highest total number of points of all races. Porsche Junior Drivers are not eligible to enter the GCC Classification.

8.6 Rookie Classification

The Rookie Classification is independent of the Driver and Team rankings. Points for the Rookie Classification will not be awarded separately but will be based upon the points scored in the final race results. All results count for the final Rookie Classification; there are no void results. The winner of the Rookie Classification is the driver with

the highest total number of points of all races. Porsche Junior Drivers are not eligible to enter the Rookie Classification.

8.7 Equality of points

If an equal number of points is achieved by more than one Driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2023-2024 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.

8.8 Publication of points

Points and prizes classifications will be published by the Series Organiser in an official Team Information communication after the end of each event. Should an error in any classification require a correction to be made after publication, this can be done by the Series Organiser. Any questions or complaints concerning the Series classifications must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes concerned. The points and prizes classifications will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Decisions of the Sporting Committee will not be subject to protest or appeal. Title, prize money and trophies

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 respective events of the 2023-2024 Series will be awarded the title:

"Porsche Carrera Cup Middle East Champion 2023-2024"

10. Private practice and testing

There is no restriction on private practice or testing.

11. Administration

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

- ☒ 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 official season test(s) and all race events.

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

11.1 Timetable for administrative checks

See relevant Supplementary Regulations, Team Information communication or digital notice board. Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the 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 authorised representative, must be present throughout the briefing.

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

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

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 Powerpoint presentation with Race Director voice-over which will be made available to teams electronically, along with written briefing notes.

In either of these cases, 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.

11.3 Team Managers' meeting

The time and location of the Team Managers' meeting is specified in the internal event schedule. This is additionally displayed on the digital notice board, Team Managers' meetings may be held by means of video conference. Participation is mandatory. Any non-attendance or late attendance may incur a penalty.

11.4 Official meetings / press conferences / representation meetings

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

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. 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. 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.

Once initial technical scrutineering is completed, the cars may only leave the paddock during the event with the permission of the Series Organiser. Any car that is permitted to leave the paddock (other than to go on track) must be presented again to the Technical Scrutineers before taking any further part in the competition. It is the Competitor's responsibility to present the car to the Technical Scrutineers.

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

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 each qualifying session 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. Checking and adjusting the air pressure of the tyres shall be allowed directly after the car stops in the Parc Fermé, by one person per car only. Once in the designated area, no car may be removed without the permission of the Technical Scrutineer / Stewards.

Cars that have been involved in an accident at any time during an event must be presented to the Technical Scrutineers. Any repairs identified by the Technical Scrutineers must be undertaken by the Competitor and the car 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

One or two free practice session of 30 to 45 minutes will be scheduled for each competition.

For the first pre-start of the season, the order of the cars will be determined by a draw. For competitions thereafter, the order of the cars in the pre-start is determined by the classification of the preceding race.

Any Drivers who were not classified in the previous race, will then be placed in the pre-start in the following order:

- 1) Any Driver who participated in the previous race but was not classified.
- 2) Any permanently entered Driver who did not participate in the previous race.
- 3) Any Non-Permanent Drivers.
- 4) Any Guest Drivers.

In each of cases 1-4 above, the Drivers will be placed in the order of their competition numbers. Any Driver who participated in the preceding race but using a different race number will, for these purposes, be considered not to have participated.

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 pit lane. After this time, any car which has not left the pre-start will only be permitted to proceed to the pit lane at the sole discretion of the Race Director.

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

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

If two or more cars set identical fastest lap times in practice, 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 practice session any Driver who, in the opinion of the Stewards, stops or slows unnecessarily on the circuit or impedes another Driver may receive a penalty. Any Driver causing a practice session to be stopped may be referred to the Stewards and may receive a penalty.

13.3 Qualification

One or two qualifying session will be held at each competition, normally of 30 minutes duration (the precise duration will be announced within the timetable of the respective event). All participants must qualify for the respective race. Admission to the starting grid and the races is dependent on the result of the qualifying session.

If the Competitors have to operate from the F1 Pitlane during the sessions in a Support Race Event of the FIA Formula One Championship the order of the cars in the pre-start for qualifying is defined by the results of the free practice session of the respective competition. Should unforeseen circumstances force the cancellation of the free practice session, the pre-start order of the cars for qualifying will be defined by the results of the preceding race (for the first pre-start of the season, the order of the cars will be determined by a draw, guest Drivers will be placed at the back in the order of their competition numbers). 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 pit lane. After this time, any car which has not left the pre-start will only be permitted to proceed to the pit lane at the sole discretion of the Race Director.

At the end of the qualifying session, all cars which participated in the session are subject to the Parc Fermé rules.

If a qualifying session is suspended (red flag) and subsequently resumed then Competitors are permitted to work on their 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.

A Driver will be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 120 % of the fastest Driver in the qualifying session.

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

Any Driver failing to meet the qualifying criteria and wishing to participate in the race must make written application to the Stewards. Admission of Drivers who have not qualified will be considered by the Stewards in consultation with the Race Director. If a Driver is unable to set a meaningful lap time in qualifying, one factor which may be considered is whether the Driver set a suitable lap time in the Practice session. However, neither the Stewards nor the Race Director are under any obligation to accept any application from any Driver who has not met the qualifying criteria and their decision in this respect is not subject to protest or appeal.

Normally, two qualifying sessions of up to 30 minutes will take place at competitions with 2 races. The participants will qualify for race 1 with their fastest lap time in the first qualifying session and for race 2 with their fastest time in the second qualifying session. At Formula One Events and World Endurance Championship Events, one qualifying session of up to 30 minutes will take place at any competition with 2 races.

The participants will qualify for race 1 with their fastest lap time in the qualifying session and for race 2 with their second fastest lap time in the qualifying session of the respective competition.

Drivers who do not achieve this qualification may be disqualified from starting. The final decision in this respect will be taken by the Stewards in consultation with the Race Director and their decision will not be subject to protest or appeal.

Should circumstances force the cancellation of the entire qualification session, then the times set in the free practice session will be used to determine the starting grid. At any competition with 2 races, the best free practice time of the Driver in question determines the position on the starting grid for race 1, while the second-best free practice time of the Driver in question determines the position on the starting grid for race 2. Should the qualification session be stopped and cannot be resumed, the following will apply:

- If less than 7 minutes have been completed the session will be deemed null and void and the times set in the free practice session will be used to determine the starting grid (including as above for competitions with 2 races).
- If 7 minutes or more have been completed the qualifying session classification will be used to set the starting grid. Any driver who has not set a lap time in qualifying will be placed behind those cars which have done so, in the order based on their fastest free practice time. For competitions with 2 races this will form the starting grid for race 1. The starting grid for race 2 will be determined by each Driver's second fastest time set in qualifying and any Driver who has not set a second lap time in qualifying will be placed behind those cars which have done so, in the order based on their fastest free practice time.

Should circumstances force the cancellation of both the free 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. The final result of the first race will be used to determine the starting grid for the second race where two races are held at a competition.

Any Permanent Drivers with a nil score will be placed in the order of their competition numbers behind those who have a score, with any Non-Permanent Drivers placed behind them in the order of their competition numbers and any Guest Drivers placed at the back in the order of their competition numbers. (For the first competition of the season, the order of the Permanent Drivers will be determined by a draw, with Non-Permanent Drivers placed behind Permanent Drivers in the order of their competition numbers and Guest Drivers placed at the back in the order of their competition numbers.)

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 Stewards, 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 be referred to the Stewards and may receive a penalty.

13.4 Starting Grid

The starting grid for the race will be determined by the fastest times achieved in qualifying as defined in Article 12.3 and will be formally signed by the Stewards. Should any grid place penalties be applicable, these will be applied in the order in which the relevant offences occurred.

At any competition with two races, should unforeseen circumstances force the cancellation of the 1st scheduled race then the 2nd scheduled race will be run with the grid times set for race 2.

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

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 races will be a standing start with staggered formation (GP start) unless amended by instruction of the Race Director.

13.6 Races

Each race will run over a distance of approximately 70 km. In each case this distance is converted into a certain number of laps for the classification round(s) and indicated in the Supplementary Regulations for the Event.

If the planned distance for the race has not been completed by the leading driver after 30 minutes, the leading Driver will receive the chequered flag the next time he passes the control (timing) line.

If a race is cancelled because of force majeure or for safety reasons, the Series Organiser reserves the right to reduce the number of races in the Series 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.

Competitors must not place any tape or other forms of marking on the pit wall in order to indicate grid positions to Drivers. Cars must be positioned within their respective grid space marking, with no part of the contact patch of the front tyres ahead of, or outside of, the white line marking the front of the space. No tyre may be wholly beyond the white lines defining the side of the grid space.

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 may start from the pit lane if able to do so and only if a non-track access route allows access to the pit lane.

At circuits where cars are instructed to go directly from the pre-start area to their respective starting positions on the grid, any car which instead enters the pit lane must start the race 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.

At circuits where the cars are instructed to enter the pit lane then complete one full lap before taking up their starting positions on the grid, a 'pit lane open' and 'pit lane closed' time will be given. This is the window when the pit exit will be open for cars to leave the pit lane to go to the grid. When cars are instructed to enter the pit lane from the pre-start area, they may line up in the fast lane to await the 'pit lane open' time or may go to their pit area, but all cars must leave the pit lane before the pit exit is closed. Any car which has not left the pit lane at the 'pit lane closed' time may start the race from the pit lane if able to do so. Any car which re-enters the pit lane when approaching the grid must start the race 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.

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.

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. Any car starting the race from the pit lane for any reason will not be permitted to take part in the Formation Lap.

It is permitted for teams to use sunshades 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 3-minute signal and/or audible signal, all competition cars must be standing on their wheels 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 Lap. Cars in the pit lane are not permitted to participate in the Formation Lap. There will be one Formation Lap prior to each race unless, under exceptional circumstances, the Race Director instructs two or 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 must not overtake any cars but must maintain position during the Formation Lap. At the end of the Formation Lap, the Driver may resume his original starting position on the grid.

If the car is restarted under its own power, or is pushed by marshals, and then joins the Formation Lap 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.

At the end of the Formation Lap, all cars shall promptly take up their grid positions. Once stopped in their grid positions, cars must not move until the race start signal is given.

- (a) The Starter will use the Formula 1 light sequence to start the race.
- (b) Should a Driver be in an incorrect position on the grid or move forward from his grid position before the race start signal is given (red lights out), this may be recorded as a 'False Start' and be referred to the Stewards.

If a Driver has a problem on the grid after the Formation Lap then he must make this known to the Starter, by means such as flashing the head lights, waving his arm, etc. If the Starter decides to delay the start, the yellow flashing lights will be switched on. Then the green lights will be illuminated, and Drivers must complete a further Formation Lap. The Driver that caused the delayed start will be pushed into the pit lane and will, if able, become a pit lane starter. The race distance will be reduced by 1 lap each time this occurs.

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 deemed null and void.
- If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.
- If all cars are directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the race from the pit lane when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the pit lane exit.
- Retired Competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All Drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be the scheduled race distance less at least two laps –the revised distance 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 suspended after the leading car has finished two complete racing laps, the race shall be deemed to be in two parts, the first of which finished when the leading car crossed the control (timing) line for the penultimate time before the red flag was shown.

- The length of the second part will be the original race distance less the number of laps completed by the leader before the red flag was shown in part one and less two further laps.

- The grid for the second part will be a standard grid with the cars arranged in the order in which they finished the first part. Gaps on the grid will be made up.
- The Race Director may decide that the second part of the race will start behind the Safety Car for operational or safety reasons, in which case this may commence from the pit lane if all cars were directed there.
- The countdown for the start of the second part will commence with the 5-minute signal unless the Race Director decides otherwise.
- Only cars which took part in the first start will be eligible and then only if they returned to the grid or pit lane under their own power by an authorised route.
- No spare cars or reserves will be eligible.
- Refuelling is prohibited.
- If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane when the pit exit light is turned to green after all cars on the grid have started the race and have passed the pit lane exit.
- If all cars are directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the second part of the race from the pit lane when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the pit lane exit.
- The classification of the race will be the order of finishing of the second part.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded down to the next whole lap) 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 may be reported to the Stewards and may be subject to penalty up to disqualification from the race.

13.9 Change of weather conditions

1. For all sessions, the Teams and Drivers are free to choose slick tyres or wet-weather tyres at any time.
2. If there is a change in weather conditions prior to the start of a race, the following may apply:
 - a. During the pre-start procedure
 - The Race Director will confirm where tyres may be changed and the procedure for doing so.
 - The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

- b. During the start process (on the grid) before the formation lap
 - The Drivers will be shown the Start Delayed board.
 - The Race Director will decide where Teams may change tyres and issue instructions accordingly.
 - The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
- c. During the Formation Lap
 - The start will be aborted.
 - The Race Director will decide where Teams may change tyres and issue instructions accordingly.
 - The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

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

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

13.10 False Starts and Jump Starts

The Race Director and/or Stewards may use any video or electronic means to assist them in reaching a decision regarding false starts and jump starts. A false start consists in a start performed in a wrong position or movement in the grid box. A jump start consists in a start performed at a wrong time.

13.11 Safety Car

The Safety Car will be deployed under the instruction of the Race Director to neutralise a race. This will be deployed in accordance with Article 2.10 of Appendix H to the FIA International Sporting Code, varied only in respect of the flag signals shown at the end of the intervention period and the pit lane exit lights, both of which will follow Formula1 Safety Car procedures as detailed below. For the first lap of each race the Safety Car will be positioned before the last corner. If the start/finish straight is completely blocked, an electronic arrow board or sign will indicate that cars should follow the Safety Car through the pits.

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 rejoining 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 at the timing line Sector 2 (refer to the event circuit map) and as the Safety Car enters the pit lane, in accordance with Formula 1 procedures, 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.

13.12 Finish

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

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

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

14. Protests and appeals

The FIA International Sporting Code is applicable for protests and appeals, together with BMF Event Regulations and the BMF Legal System and Code of Procedure as well the FIA Judicial and Disciplinary Rules for FIA appeals.

Protest deposit - payable to the BMF:

International status	BHD 200,- net + 10% VAT
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Appeal deposit – payable to the BMF:

International status	BHD 700,- net + 10% VAT
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Appeal to the FIA – payable to the FIA:	BHD 3,000,- net + 10% VAT
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(Protest and appeal deposits are exempt from VAT)

The Series Organiser shall be entitled to be party to any Appeal.

In accordance with Article 15.1.4 of the FIA International Sporting Code, the Series is registered with the FIA by the BMF which is the competent sporting tribunal for Appeals.

In accordance with Article 12.3.4 of the FIA International Sporting Code, certain decisions are not subject to appeal. No appeal may be made against any element of decisions resulting in the application of the following penalties applied by the Stewards or the Race Director:

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

In addition, should the Stewards be required to settle any matter in relation to qualifying criteria or 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.

Should a "Notice of Intention to Appeal" be submitted to the Stewards, Competitors should note the provisions of Article 15.5.2 of the FIA International Sporting Code regarding the immediate liability for payment of the Appeal deposit, even where the declared intention is not subsequently followed up.

Where the Stewards consider that they are able to make a decision regarding an incident whilst a race is in progress and without the need for reference to images which they know may subsequently be available from any on-board camera, the availability of such images after the race will not normally be deemed to constitute the discovery of a significant and relevant new element in relation to any subsequent petition for review of that decision under Article 14 of the FIA International Sporting Code.

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 Middle East shall be governed by the law of the Kingdom of Bahrain.

- (b) The jurisdiction of a court is excluded for decisions of the FIA, the BMF, their jurisdictions, the Stewards, the Series Organiser as judge.
- (c) No claim for compensation of whatever kind may be derived from actions and decisions of the BMF or its jurisdiction as well as of BMF 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

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.

17. Specific Regulations

17.1 Instructions of the Series Organiser and Officials

Instructions of the Series Organiser, their personnel and nominated event Officials must be followed at all times. In the event of failure of any Competitor, Team, Team member, Driver, guest or other individual to comply with these regulations, the Series Organiser will notify the Stewards who may impose a penalty including a fine of at least BHD 200,- net and up to disqualification from the competition.

17.2 Publication obligation

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

17.3 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.

Competitors must nominate a Team member in respect of each of their cars who will return that car from the pit

lane to Parc Fermé should its Driver be required to participate in any podium ceremony.

17.4 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.

17.5 Incidents

The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the FIA International Sporting Code (an "Incident") to the Stewards. After 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.

It shall be at the discretion of the Stewards to decide if any Driver involved in an incident should be penalised. Unless it is clear to the Stewards that a Driver was wholly or predominantly to blame for an incident no penalty will be imposed. If an incident is under investigation by the Stewards a message informing all Competitors which Driver or Drivers are involved will be displayed on the timing monitors (if the facilities at the circuit so permit). However, failure to display notification that an incident has been placed under investigation will not invalidate that investigation or any subsequent decision and/or penalty. If a Driver is involved in an incident he may not leave the circuit without the consent of the Stewards.

17.6 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 FIA International Sporting Code) are responsible for imposing any penalties on the participants in respect of any breach of regulations. Any case not provided for in 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 BMF 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 2022 Series competitions.
- e) Should any Competitor or Driver have points disallowed, no other Competitor's or Driver's score shall be adjusted as a consequence.
- f) In the case of disqualification from a competition, the points gained and the prize money for the relevant race(s) shall be forfeited. In the event of disqualification from participating further in the Series, all points and prize money won up to that point shall be forfeited (no other Competitor's or Driver's points or prize money will be adjusted).
- 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. Attachment 10 contains a set of guideline penalties that will be taken into consideration by the Stewards, but each case will be considered on its own merits.
- h) The Stewards may impose penalty points, in addition to any penalty they impose, in relation to any breach of the regulations concerning driving standards, except that penalty points will not be imposed in any case where a Reprimand is imposed for a breach of regulations relating to driving standards. Should the Stewards impose penalty points upon a Driver which take the Driver's total points to twelve or more, then the Stewards will impose a further penalty that the Driver must start the next Series race in which he participates from the back of the grid. When such a penalty has been served, 12 penalty points will then be removed from the Driver's total.
- i) Any Driver who accrues three Reprimands for breaches of regulations relating to driving standards will, upon imposition of the fifth Reprimand, be given a drop of 3 grid positions for the next Series race in which he participates. This will be repeated each time a Driver accrues a further three such Reprimands.
- j) Should the Stewards decide to impose either a Drive-Through or a Stop-and-Go penalty, the following procedure will be followed:

- i. The Stewards will give notification of the penalty which has been imposed to the Competitor concerned by means of a message on the timing monitors.
 - ii. The time the Stewards' decision is notified on the timing monitors the relevant Driver may cross the control (timing) line on the track no more than twice before entering the pit lane. In the case of a Drive-Through penalty the Driver must proceed down the pit lane and re-join the race without stopping. In the case of a Stop-and-Go penalty, the Driver must stop in the designated area where they shall remain for the prescribed stop time. Unless notified otherwise by a Stewards' Bulletin for a particular event, the designated area for Stop-and-Go penalties to be served will be in the respective Competitor's pit lane working area. Competitors are responsible for ensuring that their car stops for the prescribed stop time, and this will be checked by the Timekeepers. When the prescribed stop time has elapsed, the Driver may re-join the race. However, unless the Driver was already in the pit entry for the purpose of serving a Drive-Through or Stop-and-Go penalty, they may not carry out the penalty while the Safety Car has been deployed. The number of times the Driver crosses the control line behind the Safety Car will be added to the maximum number of times they may cross the control line on the track. Whilst a car is stationary in the pit lane as a result of incurring a Stop-and-Go penalty it may not be worked on. However, if the engine stops it may be started after the prescribed stop time has elapsed.
 - iii. Should either a Drive-Through or Stop-and-Go penalty be imposed and notified during the last five laps/ten minutes or after the end of the race, or cannot be imposed for operational reasons, then at the discretion of the Stewards the procedure at ii. above may not apply and the penalty may be converted to a time penalty of 30 seconds in the case of a Drive-Through penalty or 35 seconds plus any prescribed stop time in the case of a Stop-and-Go penalty (unless different conversion times are specified in a Stewards' Bulletin at an event) which will be added to the elapsed time of the car concerned.
 - iv. For any breach of the regulations during free practice, the Stewards may (as an alternative to or in addition to any other penalty) impose a Stop-and-Go penalty which they may order to be taken at the start of the Qualifying practice session, in which case the car concerned may not leave its pit lane working area at the start of the Qualifying session until the prescribed stop time has elapsed.
 - v. Any breach or failure to comply with the above procedure may result in the car being disqualified.
- k) Should the Stewards impose a drop of grid positions on a Driver for a future race, the penalty remains with the Driver even if the Driver moves to another team and/or car.
- l) In accordance with Article 12.8.3 of the FIA International Sporting Code, any fines imposed by the Stewards are payable within 48 hours of their notification to BMF (the Parent ASN of the International Series). The BMF bank account for payment of fines by bank transfer is:

Bank: Al Salam Bank
Account No.: 132222100107
Type of Account: BHD Currency Account

IBAN: BH76 LA 0013 2222 1001 07

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

17.7 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 white lines defining the edge of the track are considered to be part of the track.
- b) A Driver will be judged to have left the track if all four wheels of the car go beyond the white line.
- 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 Judge of Fact regarding a Driver having left the track may not be contested by the Competitor or the Driver concerned and a Judge's statement of fact must be accepted as a fact unless later corrected by him or over-ruled by the Stewards. The Race Director and/or the Stewards may, at their sole discretion, review any report for the purposes of ensuring accuracy and consistency. This does not preclude the Stewards from exercising their right to over-rule, or accept a correction from, a Judge of Fact.

The following penalties may be applied:

Practice

- a) Any Driver identified by a Judge of Fact 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 or Stewards.
- b) Any Driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty.

Qualifying

- a) Any Driver identified by a Judge of Fact 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 or Stewards.
- b) Any Driver who repeatedly leaves the track may be reported to the Stewards 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 Judge of Fact 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 may be reported to the Stewards 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. 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.

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 60 kph (unless otherwise 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 or qualifying sessions may be penalised, including by Stop-and-Go penalties during either of those sessions or a drop of grid positions for the race. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and/or qualifying may face additional penalties for speed limit violation. Drive-Through or Stop-and-Go penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race.
- (b) The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car will be strictly enforced. 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) Unless instructed otherwise by the Race Director, during all practice and qualifying sessions cars must be parked parallel to the pit garages, whenever they are stopped in the Team's pit area.
- (f) The onus shall be on all Drivers to take due care and drive within the pit lane speed limit. Drivers must respect the designated pit entry and must not cross the white line at pit exit, details of which will be provided in the Drivers' Briefing.
- (g) All equipment must be kept in a safe position towards garages as soon as cars leave their pit areas at the start of and during practice, qualifying and races.
- (h) No equipment may be positioned on top of the pit wall or any adjacent structure, unless it is firmly secured in position.
- (i) Competitors, team members and Drivers are responsible for the conduct and safety of their guests in the pit lane area. Guests must carry the correct credentials at all times. Any guest found in the pit lane without the correct pass will be excluded from the pit lane and the Competitor will be reported to the Stewards. No person under the age of 16 is permitted in the pit lane at any time.
- (j) Competitors, team members and Drivers must ensure that their guests always respect the pit lane regulations and be vigilant at all times. To this end, it is the responsibility of each Competitor and/or Driver to give a briefing to each individual guest regarding pit lane safety.
- (k) Competitors, team members and guests must wear closed footwear in the pit lane at all times, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members. Competitors are responsible for informing their guests of suitable clothing
- (l) standards when in the pit lane, including footwear and a recommendation for long trousers (ladies and gentlemen) together with covered shoulders.

18.3 General safety

- (a) Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction

unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pit lane under its own power. No car may enter the box 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, Double Yellow Flag, Single Yellow Flag, Green Flag.
- (d) If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help; however, if any mechanical assistance is required to move the car then the car will not be permitted to re-join. A Driver who abandons a car must leave the steering wheel in place and the car in neutral (unless instructed otherwise by the Race Director or marshals).
- (e) Any driver entering a gravel trap and then re-joining must avoid bringing gravel onto the track and particularly onto the racing line. Any driver ignoring this instruction may be referred to the Stewards. In all cases when leaving a gravel trap, a driver must re-enter the track offline and avoid depositing gravel on the racing line.
- (f) A car's lights must be illuminated at all times when it is running on treaded tyres and/or the "lights on" board has been shown. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- (g) Should any session or race run into dusk or darkness all cars must, on the Race Director's instruction, have two front headlights and two rear red lights illuminated. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- (h) Throughout all sessions there will be a green/red light at the pit exit. Cars may only leave the pit lane when the green light is on.
- (i) Any Driver intending to leave the track or to go to his/her 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.
- (j) In the Drivers Briefing, the Race Director may define a time and place where practice starts will be permitted. It is forbidden to undertake a practice start at any other time or place, or if practice starts have not been authorised.
- (k) At the end of any session or race, each driver may cross the Control (Timing) Line only once before

leaving the track

- (l) Team personnel are not permitted to ride on the tyre trolleys or on buggies (or similar vehicles) apart from using the specific seats provided with the vehicle.
- (m) 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 as paddock vehicles.
- (n) The speed limit in the paddock at each venue is 10 kph.
- (o) Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each event.
- (p) All personnel working on set-up or dismantling of the paddock area must wear high-visibility clothing.
- (q) 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

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

Only technically identical cars of the model Porsche 911 GT3 Cup, type 992 (a special series produced by GT3 Cup Challenge Middle East W.L.L.), of the model years 2021, 2022, 2023 and which fully comply with these Regulations are eligible to participate.

The cars must meet the technical specifications of these Regulations and Appendix J of the FIA International Sporting Code in full.

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

1.2 Principles of the Technical Regulations

In accordance with:

- ☑ Articles 251 and 277 (Group EII-SH) of Appendix J to the FIA International Sporting Code
- ☑ General provisions, definitions and clarifications regarding the technical rules
- ☑ (DMSB Manual, blue part), see also Article 1.11 concerning safety equipment in events abroad
- ☑ These Technical Regulations
- ☑ Technical Manuals of the eligible cars
- ☑ Technical Information of the eligible cars
- ☑ Software Information of the eligible cars
- ☑ 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 BMF deviating from the FIA safety regulations are not valid for series and events with the status international. The safety regulations according to Article 18 of the Sporting 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 GT3 Cup Challenge Middle East W.L.L.. For Software Information, only the latest version is valid but Setups (based on the latest version) may be varied within the parameters allowed by GT3 Cup Challenge Middle East W.L.L.. Any requirements may be varied for any specific competition by means of a Stewards' Bulletin issued at that event.

It is recognised that spare parts listed in the parts catalogue may be subject to a change of part number during the season. Therefore a spare part which is identical to that shown in the parts catalogue (and which has the same function, working principle and location in the vehicle) but which bears a different part number may be used, subject to prior approval by GT3 Cup Challenge Middle East W.L.L. Aftersales Department. Such approval shall be at the sole discretion of GT3 Cup Challenge Middle East W.L.L. and it is the responsibility of the Competitor to ensure such approval, where granted, is documented and retained for inspection by the Technical Scrutineers. 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 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. All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with the BMF).

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

1.4 Driver equipment

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

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

All Driver equipment must be worn in accordance with the manufacturer's instructions (balaclavas inside racesuits, FHR systems correctly secured, etc). 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 needs to be fixed using metal hardware and be able withstand a crash of 30G.

1.4.3 Cooling system

A cooling system with cooling vest may be used. Installation needs to be fixed using metal hardware on the auxiliary weight base plate and be able 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 Art. 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by GT3 Cup Challenge Middle East W.L.L. 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.

The service and replacement intervals and adjustment values specified by GT3 Cup Challenge Middle East W.L.L.(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 combined weight of the car with remaining fuel on board, Driver equalisation weight and the Driver (together with all Driver equipment) 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.

The mandatory combined minimum car and Driver weight (together with all Driver equipment and equalisation weight) is 1370 Kg.

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 tent 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.

The “official scale” and any other driver weighing scale will be checked annually and calibrated by the certificated GT3 Cup Challenge Middle East W.L.L. Testing Laboratory or any other officially certificated Testing Laboratory.

1.6.1 Base plate auxiliary weight

If the original 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.

1.6.2 Ballast

The installation of ballast weights is permitted on the auxiliary weight base plate at the position of the passenger's seat in accordance with the illustration in Attachment 3.

1.6.3 Minimum car weight

The minimum weight of a car is 1285 Kg. The minimum weight of a car consists of:

- the weight of the car with empty fuel tank;
- the weight of the onboard camera (surveillance camera and/or official TV camera), the radio system assigned by the Series Organiser or the weight of the respective substitute ballast;
- the installed additional weights (excluding driver equalisation weight).
- the weight of any additional parts or systems required by the Series Organiser to be fitted for development purposes in accordance with Article 1.1.
- the remaining fuel on board.

1.6.4 Minimum Driver weight

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

- the Driver;
- the compulsory personal equipment of the driver (Article 1.4),
- the Driver equalisation weight if applicable.

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

1.6.5 Determining the total weight of the Driver and car

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

If the car and the driver (together with all driver equipment) are weighed in combination, the weight plus 5.0 kg of weighing tolerance shall be added and the total shall be referenced against the mandatory minimum combined weight, which must be reached.

If the car and the Driver (together with all Driver equipment) are weighed separately on the official scale and/or Driver weighing scale, the two weights plus 5.0 kg of weighing tolerance for the car and Driver weight shall be added and the total shall be referenced against the mandatory minimum combined weight, which must be reached.

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 or the Driver.

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

1.6.9 Weighing of cars

The cars are weighed as follows:

- Weighing of cars is carried out regularly on the official scale.
- During the free practice and qualifying, weighing can also be done by the Technical Scrutineers on the scale of the FIA, which is at a fixed location in the pit lane. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the FIA scale indicates that the car in question might be found underweight on the official scale, this car, the Driver and his protective equipment must again be weighed on the official scale which is the only result to be taken into consideration and to be binding.
- 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/FIA scale 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.

1.6.11 Weighing after breakdown and car remaining on circuit during qualifying and race

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

1.6.12 Determining the Driver weights

After the first free practice all Drivers must go immediately and in any event within 20 minutes of the end of the session (unless amended in the Drivers' Briefing notes) on a direct route from the Paddock/Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers who go to the podium are permitted to be weighed on the FIA scale and/or Driver scale. Any differences between the FIA scale and the official scale are taken into account. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards. The Stewards will take the final decision regarding any penalty.

The Drivers will be weighed individually. Once the Driver leaves the weighing area, this will be deemed implicit acceptance of the recorded weight. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers.

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 tent 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, the combination of car and Driver (including Driver equipment) 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 maximum value of the 3 weights recorded is regarded as the actual weight for the combination of car and Driver (including Driver equipment).

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.

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.

1.7 Emissions regulations

The cars must be equipped with a catalytic converter.

Under consideration of the FIA/BMF prescriptions for competition numbers and advertising on cars, the following advertising is compulsory on the car (see Attachment 2):

The advertising decals, logos, Driver name and competition numbers as specified by the Series Organiser, must be affixed to all competing cars during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "2023-2024 Sticker Regulations". The sticker regulations are agreed with the BMF.

The "Badge Regulations 2023-2024" and the "Sticker Regulations 2023-2024" are part of these Regulations (see Attachments 1 and 2). Any breach of these Regulations may result in the participant concerned being disqualified from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the Competitors' own advertising labels. The clearance between such advertising and the mandatory labels and competition number shall be a minimum of 30 mm.

Cars of a team with virtually identical liveries must have clearly different mirror and rear wing lateral end plate colouring. The colours used on mirrors and rear wing lateral end plates to identify the cars are to be retained for

the entire season.

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

The 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 "2023-2024 Sticker Regulations" (Attachment 2).

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

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

Competitors must not advertise any partnerships/sponsorship with companies who are either in competition to GT3 Cup Challenge Middle East W.L.L., its parent or partner companies, the official Series partners of GT3 Cup Challenge Middle East W.L.L. or who are involved in a legal dispute with GT3 Cup Challenge Middle East W.L.L. or a company associated with GT3 Cup Challenge Middle East W.L.L. The Competitors are therefore obliged to notify potential partnerships/sponsorship to GT3 Cup Challenge Middle East W.L.L. in advance. GT3 Cup Challenge Middle East W.L.L. is entitled to prohibit Competitors from advertising any partnership if the potential partner falls into one of the above two categories.

The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of 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.

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 GT3 Cup Challenge Middle East W.L.L. to bring the company and/or the Series into disrepute is strictly prohibited.

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

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.

A team partner/sponsor must not support more than two teams with two cars in each case and therefore must not be included in the stickers of more than 4 cars. Team partners/sponsors must be registered with the Series Organiser no later than 7 days before the start of the relevant competition (Article 2.1.7. a of the FIA International Sporting Code refers).

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

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.

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

1.8 Safety equipment

The cars must possess the following safety equipment in compliance with Article 277 of Appendix J to the FIA International Sporting Code (Group EII-SH)

The on-board fire extinguisher system must be switched into position "Armed" and the red LED illuminated from the moment a car leaves its team area to travel to the pre-start area for each session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

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.

1.9 Fuel type and single fuel

1.9.1 The following single fuel must be used

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

1.9.2 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 (subject to removal of fuel for the weighing procedure), a minimum of 2.0 kg of fuel can be taken from the corresponding removal point (defuelling coupling of the fuel cut-off valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the fuel supplier designated above.

The defuelling process will be done on the measuring platform of the Technical Scrutineering area. If necessary, the Technical Scrutineers may specify a different location. During the defuelling the vehicle must be stood on the platform (or the ground if a different location has been specified) on all four tyres and must not be moved. The required quantity of fuel must be able to be taken, from the removal point defined above, within a maximum period of 10 minutes after the start of defuelling.

1.9.3 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.

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

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

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

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

1.10 Technical definitions

In addition to the definitions in the "General Regulations, Definitions and Clarifications regarding the Technical Regulations" (BMF Manual, blue part) the definitions set out in Article 251 of Appendix J to the FIA International Sporting Code shall apply.

2. Specific Technical Regulations

2.1 General information

General car description

Porsche 911 GT3 Cup (992), MY 2021, 2022, 2023, 2024

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 dealerorganisation but instead can only be obtained from the series organiser GT3 Cup Challenge Middle East W.L.L.

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

2.2 Engine

2.2.1 General description

Water-cooled six-cylinder boxer engine

Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm Max.rpm: 8,750 rpm

Single throttle butterfly system

Intake manifold with two resonance flaps

Dry-sump lubrication with oil-water heat exchanger

Race exhaust system with BMF certified catalytic converterEngine control unit Bosch MS 6.6

Single-mass flywheel

Required fuel quality: minimum 98 octane, unleaded, to E20

The engines are sealed at GT3 Cup Challenge Middle East W.L.L. prior to delivery.

Engines can be called in and inspected at any time by the 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 sealed by 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 is used in an event. Traction control must be disabled at all times throughout the event, except for Am drivers. For Am drivers the usage of traction control is mandatory.

2.2.3 Exhaust system

Contrary to the general car description (see Item 2.1), the exhaust system, starting from the manifold, for the Porsche Sprint Challenge Middle East will be modified completely with the parts listed in the valid parts catalogue for the respective car and model year to the version "exhaust system without silencer" (general linguistic usage as "Supercup exhaust system").

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 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 Porsche Sprint Challenge Middle East event is prohibited.

2.3 Power transmission (gearbox/differential lock)

2.3.1 General description

Six-speed sequential dog-type gearbox Sealed (for warranty purposes only)

Gear Ratios

Ring & pinion gear	15/23	$i = 1,533$
Final drive	16/39	$i = 2,438$
1 st gear	13/41	$i = 3,154$
2 nd gear	17/40	$i = 2,353$
3 rd gear	20/37	$i = 1,850$
4 th gear	24/36	$i = 1,500$
5 th gear	24/30	$i = 1,250$

6th gear

28/30

i = 1,071

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

Three-plate sintered metal race clutch

Paddle shift with electronic shift barrel actuator

2.3.2 Ramp breakover angle

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

2.3.3 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:

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.

2.5.1 General description

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

Racing brake pads Optimized brake ducts

Ergonomic brake pedal positioning

Derivative sensors & harness for retrofitting an ABS system

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 15.9mm diameter need a replacement of the brake master cylinders with 17.8mm diameter from the 2023 spare parts catalogue.

Front axle:

- Aluminium 6-piston fixed calipers, one piece
- Internally vented steel brake discs, diameter = 380 mm, 32 mm thick mounted on aluminium disc bells

Rear axle:

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

The use of any system working like an ABS system is strictly prohibited, except for drivers participating in the AM category. For Am drivers, the usage of ABS and TC is permitted and recommended. For easier handling and more versatile use of the cars besides the Porsche Sprint Challenge Middle East, it is permitted to have the following parts of the ABS system offered by GT3 Cup Challenge Middle East W.L.L. still in the car during any events of the Porsche Sprint Challenge Middle East, provided that all components are fitted in compliance with the official GT3 Cup Challenge Middle East W.L.L. mounting instructions:

- ABS ADAPTER HARNESS
- G sensor ABS and TC

2.6 Wheel suspension

Forged control arms & top mounts:

Stiffness optimized

Heavy-duty spherical bearings with dust protection Wheel hubs with centre-lock wheel nut

Shock absorbers with motorsport specific valve characteristic, non-adjustable Double-blade-type adjustable anti-roll bars

Tire pressure monitoring system

2.6.1 General description front axle

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

2.6.2 General description rear axle

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

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. The maximum permissible combined thickness of the camber spacer washers is:

- Front Axle: 20.0mm
- Rear Axle: 15.0mm

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

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by Stewards' Bulletin at any time before or during any event.

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

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

2.6.4 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.

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

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

Front axle 12J x 18 ET 23.5 mm Rear axle 13J x 18 ET 44.5 mm

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 is 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.

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

GT3 Cup Challenge Middle East W.L.L. 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.

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.

At each event, and for the duration of each event, a maximum of 4 slick tyres for the front axle and 4 slick tyres for the rear axle of each car can be marked by the Technical Scrutineers (a set of tyres is defined as two front and two rear tyres.) The point of time for tyre marking and release is published in the Internal Event Schedule (e.g. tyre marking, slick tyres, tyre marking rain tyres, tyre pick-up). Rain tyres are limited.

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 (Article 2.1.7.a of the FIA International Sporting Code refers) using the official order form.

2.7.6 Free practice

For the free practice sessions, slick tyres are free.

2.7.7 Qualifying and race

Only the tyres marked for the relevant event are permitted to be used for the respective qualifying and race. Only correspondingly marked tyres are permitted to be taken into the pit lane for qualifying and the race of the respective event.

2.7.8 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.

2.7.9 Late entries

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

2.7.10 Tyre damage

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

It is not permitted to replace more than three tyres throughout a complete event starting with the first qualifying session without penalty. If more tyre needs to be replaced throughout the duration of an event, the relevant car will start the next race from the last position on the starting grid. Where a tyre is replaced after a race, this will be deemed to have taken place during that event and any consequent penalty will be applied to the relevant starting number at the next race in which it takes part. The Stewards will make the final decision regarding the imposition of the penalty. The cars that qualified behind the respective penalised Driver will move up the grid by one position. If several cars are subject to the above rule, the corresponding cars/Drivers will be lined up at the back of the starting grid in the order of their qualifying results.

2.7.11 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.

2.7.12 Tyre logs

All barcodes of the marked tyres will be recorded in lists, the so-called tyre logs, which will be transmitted to the Competitors. The Competitors must compare the barcodes of the tyres with those of the tyre logs.

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 that is not listed on a tyre log for the relevant car

2.8 Bodywork and dimensions

2.8.1 General description

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

Lightweight exterior:

- Carbon-fibre reinforced plastic doors with quick release push button
- Carbon-fibre reinforced plastic rear lid with integrated quick-release fasteners; removable Carbon-fibre reinforced plastic adjustable rear wing with 'swan neck' mounting (11 positions) Polycarbonate windows with hard coating
- Rear underbody panelling with NACA ducts for brake, driveshaft and shift barrel actuator cooling

Modified 911 cockpit:

- Carbon-fibre reinforced plastic interior trim panels

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

Colours:

Body painted with water-based paint

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

2.8.2 Overall car dimensions and overhangs

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

The track width of the front axle measured at the centre of wheel hub plugs is 1885 mm (74.21 inch) +/- 10mm.

The track width of the rear axle measured at the centre of wheel hub plugs is 1855 mm (73.03 inch) +/- 10mm.

The front overhang is 1,036.0 mm (40.79 inch) +/- 15.0 mm, measured from the middle of the wheel of the front axle to the leading edge of the car (first point in the direction of the longitudinal axis, incl. front lip).

The rear overhang is 1,081.0 mm (42.56 inch) +/- 15.0 mm, measured from the middle of the wheel of the rear axle to the rear edge of the car (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

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

2.8.3 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 heated 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. Any covering of these windows by any form of tape or film (other than in compliance with the Sticker Regulations) is not allowed.

2.8.6 Cockpit

Seat

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

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

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

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

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

A foamed seat insert, according to Article 253-16 of Appendix J to the FIA International Sporting Code, 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 Article 253 - 16 of Appendix J to the FIA International Sporting Code must be complied with at all times.

Ventilation in the passenger compartment

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

Safety nets

Every car must be equipped with safety nets mounted in compliance with the official mounting instructions.

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 livelocks 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 (with the Driver in the car and tyres in compliance with Article 2.7, at 2.0 bar \pm 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event.

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

The minimum ground clearance for the front axle, as specified above, must be achieved with the reinforcement sleeves 9F1.407.371 fitted on the subframe, as well as undamaged and unmodified mounting bolts (part number WH1.008.757). The height of an undamaged and unmodified mounting bolt head will be defined as 11.8mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.8mm, 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 including the Driver on board, standing on the measuring plate. If the measuring gauges can be correctly accessed under the measuring points described above, the requirement to comply with the minimum ride height is satisfied. 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 ground clearance

Failure to reach the minimum ground clearance 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, subject to the Stewards being satisfied with regard to the 130% qualification requirement. Failure to reach the minimum ground clearance 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.

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 outside the above set parameters 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

10.3" Porsche color display

Porsche logger

Porsche power box

Fire extinguisher system (extinguishing agent: NOVEC gas)

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

175 A alternator

Single-arm windscreen wiper with direct drive (intermittent and continuous operation)

Three additional 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 catalogues 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, with any equipment, to read any sensors 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

The use of a radio system of any kind is not permitted.

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 GT3 Cup Challenge Middle East W.L.L. 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

Only the transponder provided by the Series Organiser is allowed to be used throughout the entire competition. The timing transponder must be according to the instructions of the series' technical supervisor.

2.10.5 Cameras

Only in-board or on-board cameras which have been approved by the Series Organiser and/or FOWC for legal sporting matters and TV purposes are permitted to be used. Private onboard cameras must be installed according to the DMSB Manual, blue part and are allowed during the test sessions only. All participants are obliged to fit and use the TV cameras assigned by the Series Organiser and/or FOWC in the respective car at the defined place according to the FOWC standards. Installation shall take place in the Team's working awning by trained personnel of the Series Organiser and/or FOWC staff.

The memory cards can only be removed from the cameras by the personnel nominated by the Series Organiser. 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.

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

The camera system provided by the Series Organiser fully remains the property of Series Organiser at all times. Any damage to the camera system will be repaired at the expense of the initiator of the damage / Competitor.

2.11 Miscellaneous

2.11.1 Seals

The following seals are affixed at the works

Engine

Valve cover, left (1x) Valve cover, right (1x)

Oil pump bottom (1x)

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

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, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

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 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 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 2023-24*

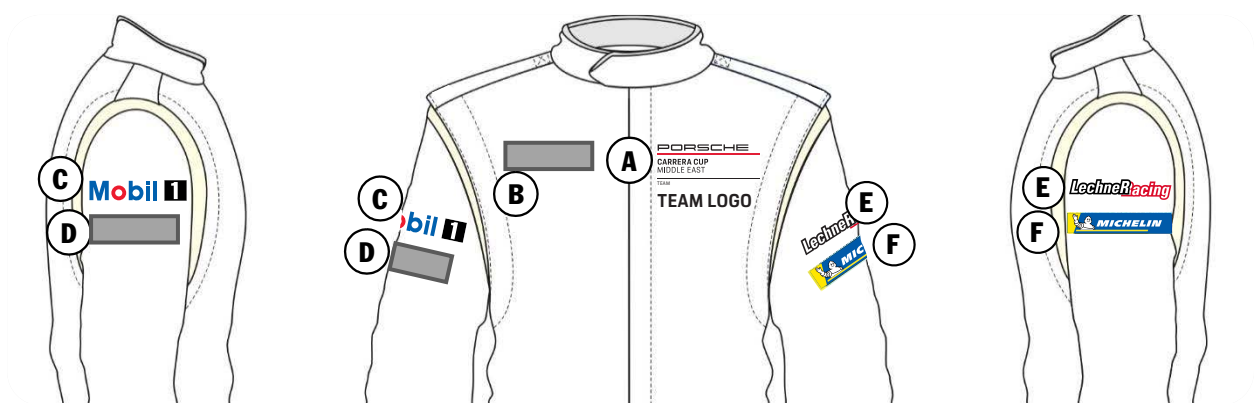
In due time prior to the first race event, all teams entered for the 2022-23 Series will receive an adequate number of the obligatory badges for their drivers' racing overalls. All obligatory badges must be sewn onto the drivers' overalls in accordance with the specifications below.

Please note that for the embroidery and affixing of badges to drivers' overalls homologated in accordance with FIA Standard 8856-2000 or 8856-2018 the following applies:

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

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

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



- A) Porsche Carrera Cup Middle East & Team Logo (Width 130 mm)
 - B) Reservation (Width 130 mm)
 - C) Mobil 1 (Width 130 mm)*
 - D) Reservation (Width 130 mm)
 - E) Lechner Racing (Width 130 mm)
 - F) Michelin (Width 130 mm)
- * Subject to amendments.

PORSCHE

CARRERA CUP
MIDDLE EAST

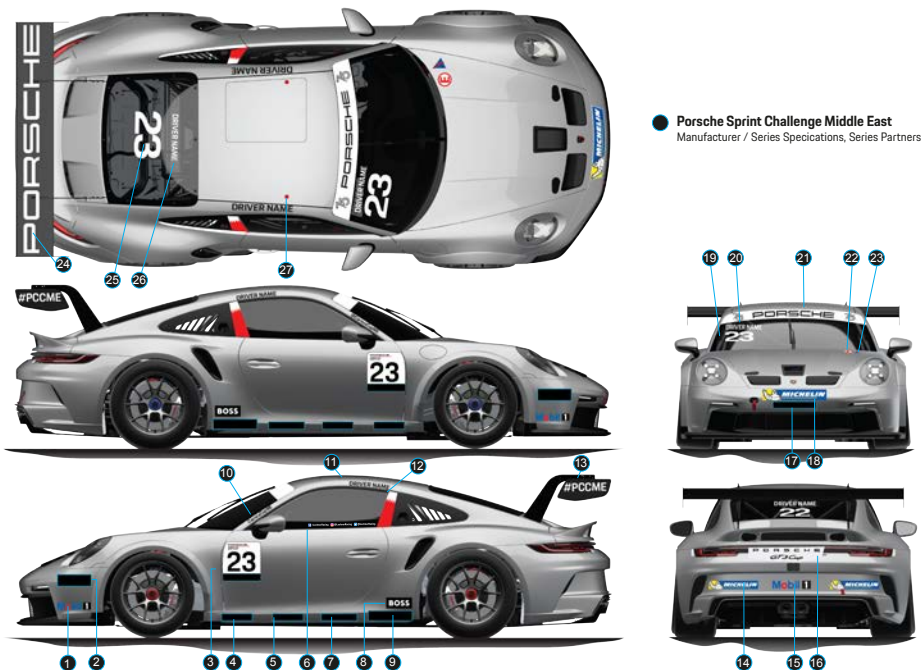
Attachment 2 – Sticker Regulations 2023-24 *

PORSCHE

CARRERA CUP
MIDDLE EAST

OFFICIAL PARTNER

LechneRacing



Porsche Sprint Challenge Middle East
Manufacturer / Series Specifications, Series Partners

Porsche Carrera Cup Middle East - Sticker Regulation 2023/2024

Number	Quantity	Size (mm) W x H	Colour	Logo / Symbol	Positioning
1	2	240 / 53	MOBIL 1 original colours	Mobil 1 logo	Front bumper right and left
2	2			Porsche Carrera Cup Middle East	Front bumper right and left
-					
3	2	235 x 235	White with black frame	Starting number plate, incl. PCCME logo	Left and right door
4	2			Porsche Carrera Cup Middle East	Sill left and right
5	2			Porsche Carrera Cup Middle East	Sill left and right
6	2	25 height	White	Social media info	Left door glass
7	2			Porsche Carrera Cup Middle East	Sill left and right
8	2			Boss logo	Sill left and right
9	2			Porsche Carrera Cup Middle East	Side left and right
10	2	45 height	Black & white	@CarreraCupME	A-pillar left and right
11	2	50 height	Black or white	Driver Name in Cap	Rear lid left and right
12	2			National flag	Rear side window left and right
13	2	54 height	Black or white	#PCCME	Rear wings sides plate
14	2	55 height	MICHELIN original colours	Michelin logo	Rear bumper
15	1	63 height	MOBIL 1 original colours	Mobil 1	Rear number plate
16	1	532 x 91	Black or white	Porsche GT3 Cup Logotype	Rear lid
17	1			Reserved for team	Front bumper
18	1	565 x 125	MICHELIN original colours	Michelin	Front bumper
19	1	180 height	White	Starting number	Windscreen right
20	1	60 height	White	Driver name in cap	Windscreen right
21	1			PORSCHE (75 years logo)	Windscreen
22	1			Flash for current interrupter	Front bonnet, left
23	1			E for extinguisher	Front bonnet, left
24	1			PORSCHE letter	Rear wing top
25	1	180 height	White	Starting number	Rear window center
26	1	60 height	White	Driver name in cap	Rear window center
27	2		Red with white outline	Mounting of integral two-mount rescue device	Roof

Mobil 1



BOSS

Please note

1. The sticker positions 1–16 and 18-27 are strictly reserved for PCCME.
2. The obligatory stickers are to be obtained only from PCCME.

LechneRacing

Mobil 1



3. The distance between stickers must be at least 30 mm.
4. If positions 2, 4, 5, 7 and 9 are not used by PCCME, they shall be available until availability is revoked by PSCME. Such revocation shall be announced by the Series Organiser at least 2 days prior to the revocation taking place.
5. All advertising surfaces in direct visibility of the on-board camera(s) in the interior and exterior areas of the vehicle are reserved for marketing purposes by PCCME and cannot be used by the teams.

Exclusivity rule:

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

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

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

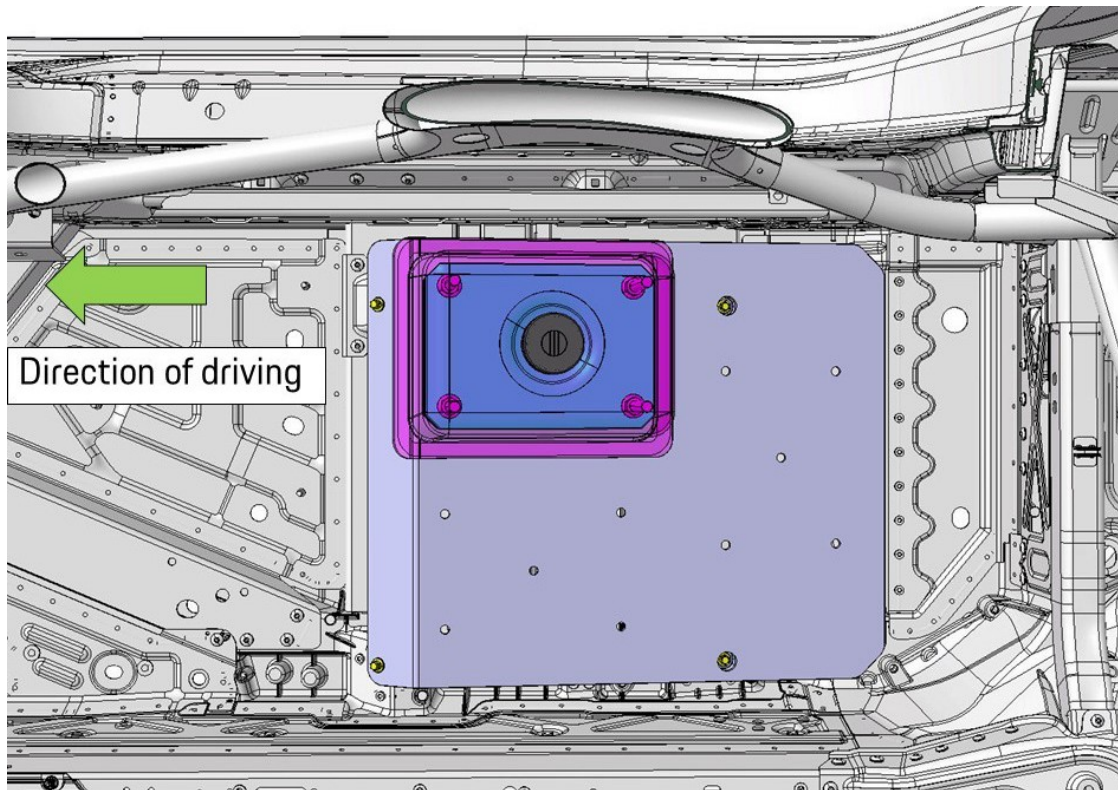
This is not valid for the ongoing season if the Series or cooperation partner cannot be communicated by the first event. The date of the contract signing is pivotal.

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

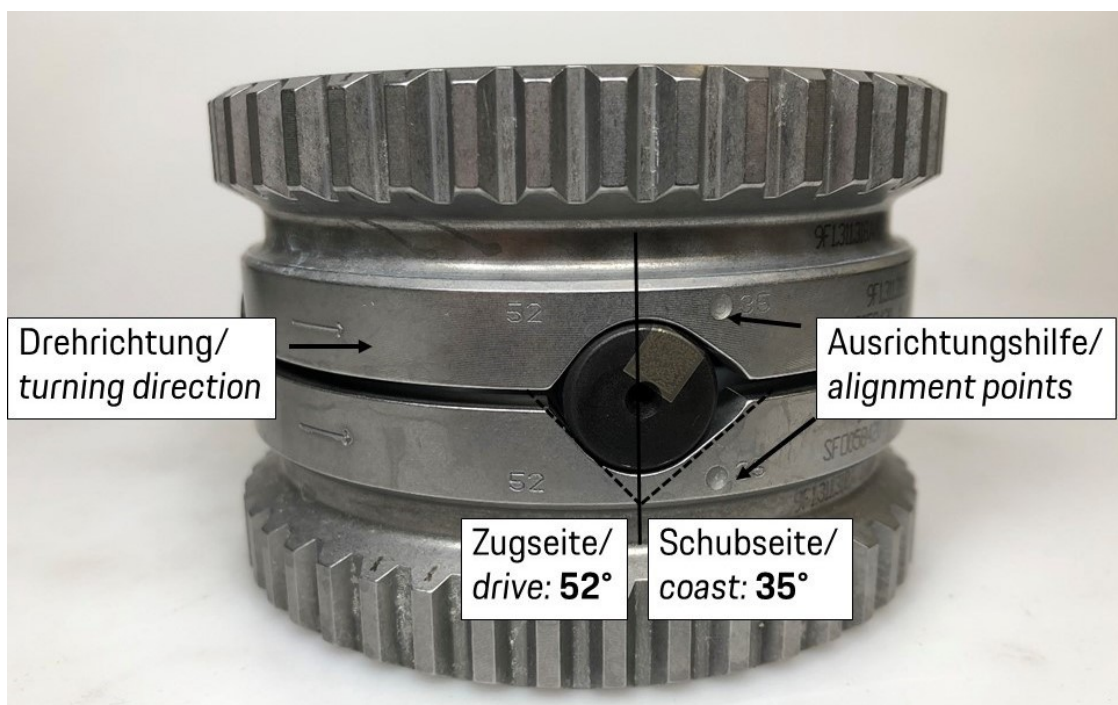
In case of questions, please contact the Championship Organiser.

Attachment 3 – Ballast weights

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

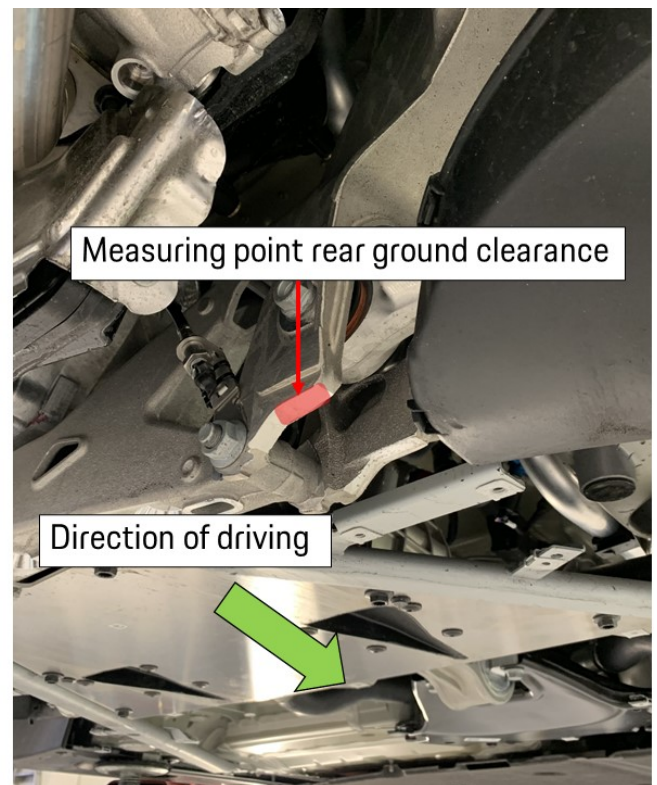
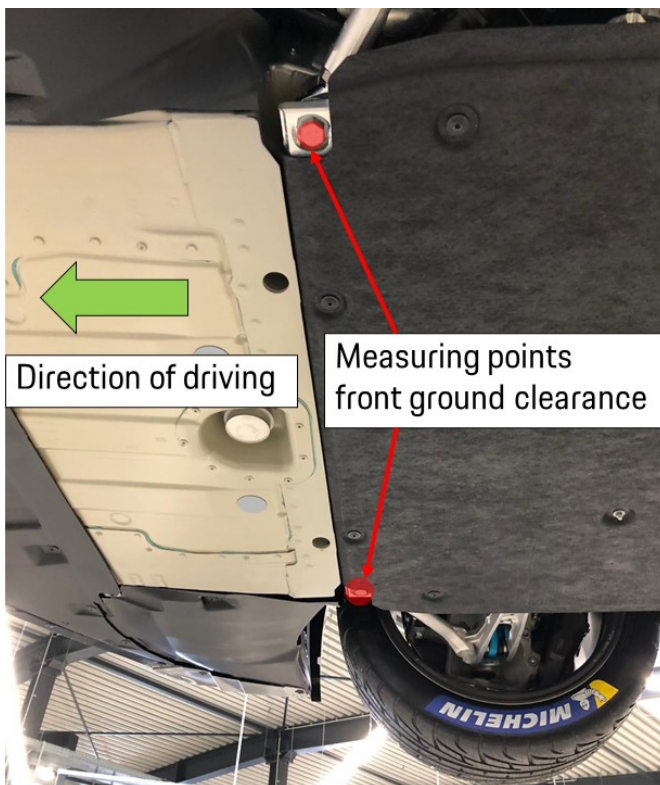
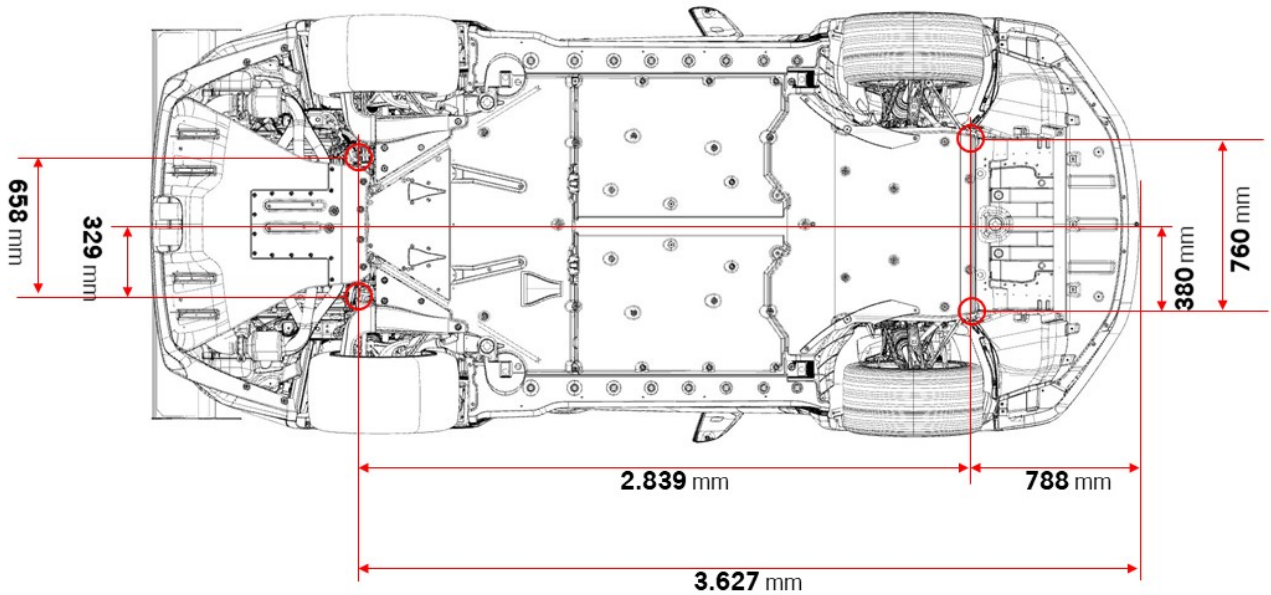


Attachment 4 – Differential lock ramp breakover angle

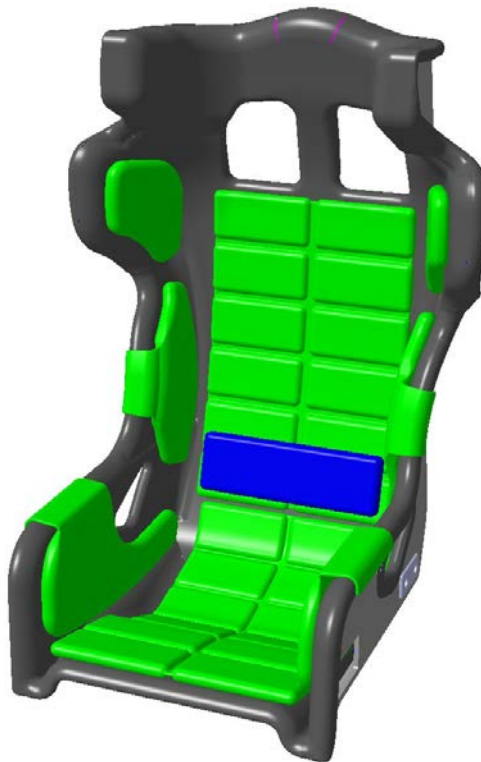


Attachment 5 – Ground clearance measuring points

Ground clearance measuring positions:



Attachment 6 – Seat padding



Attachment 7 – Table of Penalty Guidelines

Offence	Regulation	Practice	Qualifying	Race	Points
GENERAL					
Not attending or too late to Drivers Briefing	CR 11.2	BHD 50 minimum Fine (BHD 100 minimum Fine subsequent times). Must be briefed before going on track			1
Did not respect the 3-minute signal	CR 13.7			Reprimand or up to BHD 100 Fine	0
Teams did not clear grid before 1-minute signal	CR 13.7			Reprimand or up to BHD 100 Fine	0
Not wearing Michelin cap at podium	CR 17.5			BHD 1000 Fine	0
Display of unauthorised sponsorship badges at podium	CR Tech 1.10, Att. 1			BHD 1000 Fine	0
Failure to attend post session Driver weighing	CR Tech 1.6	Reprimand or up to BHD 100 Fine			0
TECHNICAL					
Underweight (including underweight of minimum driver weight)	CR Tech 1.6		Deletion of all lap times	Reprimand or up to Disqualification	0
Contravention of regulations regarding wheels & tyres	CR Tech 2.7	Deletion of all lap times	Deletion of all lap times	Reprimand or up to Disqualification	0
PIT					
Reversed car under own power in pit lane	CR 18.3(a)	Drop of 5 grid positions		30-seconds time penalty	2
Entered the box under own power in pit lane	CR 18.3(a)	Drop of 5 grid positions		30-seconds time penalty	2
Speed over 60kph in pit lane	CR 18.2(a)	Fine BHD 50 per kph		10 or 30-seconds time penalty	1-2
Crossing white line at pit entry or exit	CR 18.3(b)	Reprimand or up to BHD 100 Fine		5, 10 or 30-seconds time penalty	1-2
Breach of Parc Fermé regulations	CR 12.2		Deletion of lap times	Disqualification	0

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

Attachment 7 – Table of Penalty Guidelines

Offence	Regulation	Practice	Qualifying	Race	Points
START					
Unauthorised practice starts	CR 18.3(i)	Drop of 3 / 5 grid positions		30-seconds time penalty	1
False start	CR 13.10			5 or 10-seconds time penalty	1-2
Jump start	CR 13.10			30-seconds time penalty	1-2
Overtook before the re-start of the race (Safety Car)	CR 13.11			5, 10 or 30-seconds time penalty	1-2
FLAGS					
Did not slow down under Yellow flag	CR 18.3(c)	Drop of 3-5 grid positions		10 or 30-seconds time penalty	1-2
Did not comply with Blue flag	CR 18.3(c)	Reprimand	Drop of 3 / 5 grid positions	5, 10 or 30 seconds time penalty	1-2
Overtook under Yellow flag	CR 18.3(c)	Drop of 5 / 10 grid positions		10 or 30-seconds time penalty	1-3
Failed to respect Black & Orange flag	CR 18.3(c)	Deletion of all lap times		Disqualification	2
Did not comply with Red flag	CR 18.3(c)	Deletion of all lap times		Disqualification	2-4
Passed Chequered flag more than once	CR 18.3(j)	BHD 200 Fine or Drop of 3 / 5 grid positions		BHD 200 Fine or Drop of 3 / 5 grid positions	1-2

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

Attachment 7 – Table of Penalty Guidelines

Offence	Regulation	Practice	Qualifying	Race	Points
DRIVING STANDARDS					
Caused a collision	CR 18.3 b)	Reprimand or Drop of 3 / 5 grid positions		Reprimand, 5, 10 or 30- seconds time penalty (or drop of grid positions if Driver did not finish the race)	1-3
Forcing another Driver off the track	CR 18.3 b)	Reprimand or Drop of 3 / 5 grid positions		Reprimand, 5, 10 or 30-seconds time penalty (or drop of grid positions if Driver did not finish the race)	1-3
Overtaking another car behind the Safety Car	CR 13.11			5 or 10-seconds time penalty or Drive-through	1-3
Driving unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers	CR 18.3 b)	Reprimand or Drop of 3 / 5 grid positions		5, 10 or 30-seconds time penalty	1-3
Impeding another car	CR 18.3 b)	Reprimand	Drop of 3 / 5 grid positions	5, 10 or 30-seconds time penalty	1-3
Left track and did not re-join at the same place or rejoined in an unsafe manner	CR 17.9, CR 18.3 b)	Reprimand or Drop of 3 / 5 grid positions		5, 10 or 30 seconds time penalty	1-3
Exceeded Track Limits	CR 17.9, CR 18.3 b)	Deletion of relevant lap times and Reprimand, or Drop of 3 grid positions for repeated offences		5, 10 or 30 seconds time penalty for repeated offences	1-2
Gaining an unfair advantage (e.g. by overtaking off track without returning the position)	CR 17.9, CR 18.3 b)	Loss of relevant lap time		3/5 seconds time penalty	1-2

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

Attachment 8 – Alternative Part Number Reference Table

Part	Number	Alternative Number (previous model)
WHEEL NUT LEFT	9F1412157	9973313079A
WHEEL NUT RIGHT	9F1412158	9973313089A