

**PORSCHE**

**SPRINT CHALLENGE**  
**MIDDLE EAST**

OFFICIAL PARTNER

**LechneRacing**

## Regulations 2021 / 2022



BAHRAIN MOTOR FEDERATION | BMF

**LechneRacing**

**Mobil 1**



**PORSCHE**

**SPRINT CHALLENGE  
MIDDLE EAST**

OFFICIAL PARTNER

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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 Sprint Challenge Middle East (PSCME) organization if you have any questions in relation to these regulations.**

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BAHRAIN MOTOR FEDERATION | BMF

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## Content

### Part A – Sporting Regulations

#### 1.1 Organization

The **GT3 Cup Challenge Middle East W.L.L.** in association with Porsche Middle East (PME) and the Bahrain Motorsport Federation (BMF) organizes the **Porsche Sprint Challenge Middle East (PSCME)**. The **PSCME** comprises of one event run within the scope of circuit event and is supported and sponsored by the following companies\*:

- Michelin
  - ExxonMobil
  - Lechner Racing
  - Agility
- \*Subject to changes

#### 1.2 Jurisdiction

The 2021/2022 PSCME (Series) will be conducted under the provisions of Article 18 of the International Sporting Code of the Federation Internationale de l'Automobile (FIA); the National Sporting Rules (NSR) of the Bahrain Motor Federation (ASN) the Sporting and Technical Regulations issued for this Series. Supplementary and Further Regulations issued by the Organiser at each round; Bulletins issued by the Race director/ Stewards of the meeting any Driver Briefing Notes issued by the Race Director at a meeting.

The conduct and control of the events will be governed by these general regulations.

The cars must comply with the provisions of Part B – Technical Regulations which are an integral part of the present general regulations.



### 1.2.1 Language

The final text of these regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these regulations.

### 1.3 Race Calendar

Event 1	November 4 <sup>th</sup> – November 6 <sup>th</sup> , 2021*	Bahrain Int. Circuit, BAH (Race 1, 2**)
Event 2	December 3 <sup>rd</sup> – December 5 <sup>th</sup> , 2021	Jeddah Street Circuit, KSA (Race 3, 4)
Event 3	January 20 <sup>th</sup> – January 22 <sup>nd</sup> , 2022	Dubai Autodrome, UAE (Race 5, 6**)
Event 4	February 11 <sup>th</sup> – February 12 <sup>th</sup> , 2022	Yas Marina Circuit, UAE (Race 7, 8**)
Event 5	March 2022*	Bahrain Int. Circuit, BAH (Race 9, 10)

\*needs to be confirmed

\*\* Quantity of race may change

### 1.4 General Undertaking

All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code, these PSCME Technical Regulations and these present Sporting Regulations.

### 1.5 Changes and Bulletins

Shall it be necessary to make any changes to the final version of these regulations or shall there be any bulletins be issued, be it through the Promoter, the Race Director or the Chief Technical Scrutineer those have to be approved by the Parent ASN before issuance.

### 1.6 Cancellation of an Event

Should it be necessary, for whatever reason imaginable, to cancel an event as mentioned under 1.3 Race Calendar this cancellation shall be in line with the FIA Sporting code (FIA ISC).

### 1.7 Entries / Drivers Eligibility

All drivers must hold a current and valid FIA license (minimum requirement category "C" for class GT3 and category "D" for class GT4) valid for the year of competition and where applicable, valid licenses and / or authorizations issued by their ASN(s). They must also be in possession of a current medical certificate of aptitude. License holders qualify for entry must apply for an entry in due time using the official entry form issued by PSCME. The completed and duly signed entry form must be sent to:

#### ME Headquarters:

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



Lechner, Robert, Head & Promoter +973 361 00 922  
Lechner, Walter, Technical Director +973 361 00 911  
Schöch, Michael, General Manager +973 361 19 150  
Semaan, Elie, Race Director +973 394 52 929  
Email: [info@gt3me.com](mailto:info@gt3me.com)  
Internet: [www.gt3me.com](http://www.gt3me.com)

By submitting an entry form the entrant is committed to participating in all of the scheduled race meetings. This commitment serves to ensure an appropriate full grid of starters at each race and to enhance the popularity of the PSCME. An entry is only considered binding after being formally acknowledged by GT3CCME WLL. Entries are for a complete season. Single entries for individual events will be accepted at the sole discretion of GT3CCME WLL. PSCME can enter VIP/Guest cars. A VIP/Guest driver could score points.

### **1.7.1 Changes of Driver**

A series registered entrant/driver may nominate a substitute driver during the season provided it is carried out in accordance with the Code and these PSCME regulations. The entrant/driver must notify the PSCME organizers in writing in due time about any such change of driver. The substitute driver must meet the criteria listed under Article A.4 and A.5 and any such substitution requires approval of the PSCME organizers. A substitute driver could score points.

### **1.7.2 PSCME "ProAm and Am Trophy" Series**

The PSCME ProAm and Am Trophy title is open only to drivers who are adjudged by the PSCME organizers to be competing in the true "Amateur" spirit. Drivers wishing to be eligible for the ProAm or Am Series must make a written application to the PSCME organizers and submit it along with their series registration. The PSCME organizers will review the application for ProAm or Am status and decide whether to accept it. The criteria applied in making this decision will include the drivers "sporting spirit", past performances, professional profile, age etc. The decision taken by the PSCME organizers cannot be appealed. Upon registering for the ProAm or Am Series, the driver agrees to accept these terms and conditions. Drivers entered for the ProAm or Am Series will be eligible to score points for Pro (Main Series) and ProAm or Am Series separately. Drivers entered for the ProAm or Am Series performances will be monitored thru the season and at any one time at the discretion of the promoter 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.

## **1.8 Nominations**

The PSCME organizers will inform the respective event organizer about participant nominations. Participants are not allowed to send their nominations directly to the organizer of the event/race. The PSCME organizers reserve the right to refuse for race-by-race nomination. The PSCME organizers reserve the right to allow/ or refuse additional nominations for individual races in accordance with article 74 of the Code. If a nominated entrant is



unable to participate he has to declare this in writing to the PSCME organizers no later than 48 hours prior to completion of documentation.

### **1.9 Guest/VIP Drivers**

The GT3CCME WLL and the entrants have the right to admit or enter guest drivers at the respective race events as long as they comply with the conditions of the participation rules. Participating guest drivers are able to score points for the PSCME general classification. Guest starters will be allowed on the podium and receive a trophy if they qualified amongst the Top 3 in their class. In the event of limited number of permitted entries for an event, the series registered drivers will have priority. The PSCME organizers may admit the participation of VIP drivers as guest drivers under the GT3CCME WLL entry who are entitled to a starting position if they comply with the regulations governing the respective race. Such participants are taken into account within the General classification of the PSCME. The cars entered by GT3CCME WLL have the right to an entry in the same way as the series registered drivers, as above.

### **1.10 Cars**

The only cars eligible to compete in the PSCME are Porsche 911 GT3 Cup (992) cars and Porsche Cayman GT4 Clubsport, type 982 and type 981 belonging to a special series built by Porsche AG (see 2.1 General Vehicle Description).

The cars must be in full compliance with the technical requirements of these regulations and with Appendix J of the Code. Further, only cars purchased through the GT3CCME WLL together with the mandatory "Participation Package" are eligible.

### **1.11 Documentation**

The entrant/driver must ensure to present a complete set of necessary documents to PSCME organization prior to the deadline for the closing of entries.

### **1.12 Scrutineering**

Prior to each event all cars and driver equipment will be inspected and approved by one or several PSCME approved technical scrutineers. It must be ensured that any car presented for technical scrutineering is in technically and eligible condition. Scrutineering times are to be strictly adhered to. Any car involved in an accident during practice or the race must be re-presented to the chief scrutineer for further examination before participation is permitted. The PSCME organisers reserve the right to submit any car for an additional technical inspection at any time and which can also be at a place other than the event. The entrant/driver must follow the technical scrutineer's instructions for checking and inspection of the cars. At all times the technical scrutineers have the right to check any technical component of the cars. The way from the race circuit to the technical scrutineering "Parc Ferme" and car waiting area are subject to "Parc Ferme" regulations. Only those officials charged with supervision may enter the "Parc Ferme". No intervention of any kind is allowed there unless authorised by such officials.

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

Each driver must be available to have his weight taken as required under Part B 1.6. at the time as mentioned in the official timetable which will be available prior to each event (weighing usually directly following the Free Practice 1).

### **1.13 Race Numbers**

Prior to the first event, the participants who enter the series will be assigned a race number which will remain the same for the season. The race numbers will be drawn on a lottery basis. Requests for specific numbers can be entertained. Size, design and location of race numbers must be in accordance with Part D – Vehicle Sticker Regulations. Race number 1 is reserved for the PSCME Champion for the whole of the season following his victory.

### **1.14 Race Distance**

The race distance of all races, from the start signal to the chequered flag, shall be between 50km and 70km and the number of required laps shall be specified in the ASR's. The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the distance is exceeded. The Line is a single line which crosses both the track and the pit lane. Distance to be covered over a maximum racing duration of 30 minutes.

### **1.15 Briefings**

Prior to each race the drivers briefing will be held at a time and location notified. Participation in these briefings is compulsory.

Failure to attend or late attendance at the drivers briefing will result in a fine of BHD 50,- payable prior to further participation in the event. Additional sanctions are subject to stewards decision.

### **1.16 Races**

The PSCME comprises a series of races, subject to confirmation. If an event has to be cancelled because of Force Majeure, the PSCME organizers reserve the right to reduce or increase the number of races or to define a different event as a replacement. The PSCME organizers reserve the right to modify the racing schedule in accordance with the Code.

### **1.17 Points and Driver Classification**

The winner will be the driver who has covered the prescribed distance in the shortest time. All drivers who started will be classified if they covered at least 75% of the distance (rounded down to the nearest whole number of laps) The official classification will be published after each race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations. Pro, ProAm, Am drivers will be awarded points according to the following scale (according race result and final result, Guest drivers are eligible for points):

1st	25 points	11th	10 points
2nd	23 points	12th	9 points
3rd	21 points	13th	8 points
4th	19 points	14th	7 points
5th	17 points	15th	6 points
6th	15 points	16th	5 points
7th	14 points	17th	4 points
8th	13 points	18th	3 points
9th	12 points	19th	2 points
10th	11 points	20th	1 point

Trophies will be awarded to the drivers who finished 1st, 2nd and 3rd place in each race for all categories (Pro, ProAm, Am, GT4-ME, GT4-CE), including guest drivers. The PSCME Drivers Championship Title will be awarded to the Driver who has scored the highest number of points, taking into consideration all results obtained during the PSCME events which have taken place.

In the case of a "dead heat", the drivers will be classified according to the total number of first, second and third places and so on of all classified PSCME events. If there is still a tie, the driver with the best result in the final round will be declared the winner. If a race is stopped after more than 75% of the race distance, the above mentioned points will be scored.

Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

#### **1.17.1 Definitions of the categorisations:**

Pro:	Driver who has considerable racing experience, both locally (i.e. PSCME) and/or internationally.
ProAm:	Driver who has little racing experience or is at the beginning of his career, nevertheless aiming to become professional.
Am:	Driver in full amateur spirit or with little to no experience on the specific car used in this championship.
GT4-ME	Driver competing with a Porsche Cayman GT4 Clubsport residing in the GCC.
GT4-CE	Driver competing with a Porsche Cayman GT4 Clubsport who competed in the Porsche Sprint Challenge Central Europe.

The category ranking of each driver shall be observed, evaluated and potentially adapted, only until the second event of the championship.

### **1.17.2 Rookie**

Is independent of the driver and team rankings. A rookie is a driver who has no significant experience in any Porsche one-make series and was never considered professional. All results count towards the final Rookie classification. The winner of the Rookie classification is the driver with the highest total number of points of all classification rounds. The awarding of points will be the same as the points system of the main driver ranking. The Rookie classification is based on the overall Pro-classification.

### **1.17.3 Team classification**

The title of the PSCME champion for teams will be awarded to the team which has scored the highest number of points, taking into account all the results obtained by their two nominated cars during the events which have actually taken place.

The team classification is independent of the driver classification. The points of two vehicles entered under the same license of an entrant are added together for the team ranking. Points towards the team classification are awarded following the official overall race results.

Teams who have more than two vehicles entered in any single event shall nominate the two eligible team scoring drivers in writing before the end of license verification at each round of the PSCME. Should two drivers not be nominated, then the two team scoring drivers with the lower two starting numbers of vehicles will be named for that event. Any other vehicles of an entrant will not be considered in the team classification. The following positions move up in the awarding of points. Team ranking points are awarded according to the same points system as used for the driver ranking. A driver change on a registered start number is possible.

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, a company, ...

In order to collect points for the team classification, the competing entrant shall comply with the following instructions:

- 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.

### **1.18 Prize Fund Classification**

No cash prizes will be awarded.

### **1.19 Double Starting**

It is permissible for drivers competing in other events within the race meeting to compete in the PSCME races. It is only permissible to participate with the PSCME subscribed car in other racing series than the PSCME with the explicit permission of the organization.



## **1.20 Advertising**

Advertising is governed by the general regulations of the Code, the PSCME regulations and the FOA regulations (for Formula 1 events). The advertising regulations must also conform to the laws in force in each of the organizing countries. During practice and races, all competing cars must be fitted with all the compulsory advertising, logos, drivers name, national identification and race number stickers of defined size, type, number and location as defined by these regulations.

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

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

## **1.21 Number of Cars**

Only one single car may be entered per driver at each event. The use of T-Cars/spare cars is expressly forbidden. Competitors may only compete in the race(s) in the same car as that in which he commenced the start of qualifying.

## **1.22 General Safety**

Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position as directed by the marshals.

A driver who abandons a car must leave it in neutral and with the steering wheel in place. The driver must stay in close proximity to assist with recovery.

Repairs to a car may be carried out only in the paddock, pits and on the grid. Refueling is allowed only in the pits. At no time may a car be reversed in the pit lane under its own power.

During the periods commencing 15 minutes prior to and ending 5 minutes after every practice and the period between the commencements of the formation lap which immediately precedes the race and the time when the last car enters the Parc Ferme. No one is allowed on the track, the Pit Entry or the Pit Exit with the exception of marshals or other authorized personnel in the execution of their duty.

Drivers when driving or on foot having first received permission to do so from an official.

If a driver has serious mechanical difficulties during practice or the race, he must leave the track as soon as it is safe to do so.

The car's rear lights must be illuminated at all times when it is running on wet-weather tyres. It shall be at the discretion of the Race Director / Clerk of Course to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way, it may re-join when the fault has been remedied.

Only team members of participating cars (all of whom shall have been issued with and wearing special identification) are allowed in the signaling area during practice and the race.

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

### **1.23 Practice, Qualifying, Race**

Testing in a current model of a Porsche 911 GT3 Cup car or a Porsche Cayman GT4 Clubsport (please refer to A.9) is restricted to official organized test days by the PSCME organizers.

All participants must have qualified during the official timed practice. The participant in a Porsche 911 GT3 Cup car must set a qualifying time within 130% of the respective class (Pro, ProAm, Am) pole position time. The participant in a Porsche Cayman GT4 car must set a qualifying time within 130% of the respective class (GT4-ME; GT4-CE) pole position time.

If a participant fails to qualify, he may start from the back of the grid with the permission of the Race Director. The admission to the starting grid is defined on the basis of the qualifying results or the organizers' instruction. No driver may start in the race without taking part in the qualifying session without the express permissions of the Stewards and the Race Director.

The maximum number of starting cars stipulated for the respective event must not be exceeded. In the case of events which include 3 races, 2 qualifying sessions will be held. Events which include 2 races, 2 qualifying will be held. Except of support races to the FIA World Endurance Championship and the FIA Formula One World Championship the format may differ.

The result from qualifying session 1 will set the grid positions for race 1. The result from qualifying session 2 will set the grid positions for race 2. The 3 Drivers from the top of the leaderboard of race 2's overall final result having their grid positions reversed for race 3. For example:

- i. The winning driver from race 2 shall start race 3 in fourth;
- ii. The second place Driver from race 2 shall start race 3 in third;
- iii. The third place Driver from race 2 shall start race 3 in second;
- iv. The fourth place Driver from race 2 shall start race 3 in first;

Any Drivers who did not finish race 2 shall start at the back of the grid in the order in which they did not finish race 2.

In case 1 qualifying for 2 races will be held, the fastest lap in qualifying sets the grid position for race 1 and the second fastest lap in qualifying sets the grid position for race 2.

The final decision of the starting grid always lies with the Stewards and the Race Director. The timetable for each event will be issued to competitors prior to the event. There will be at least 1 x 30 minutes timed practice session and 2 x 30 minutes qualifying sessions or 3x 30 minutes qualifying sessions except for support races to the FIA Formula One World Championship where timetable may differ.

Should there be no qualifying session due to Force Majeure, the grid position will be based on the result of the free practice. Should there be no qualifying session nor a free practice due to Force Majeure, the grid position will be based on the result of the last race, with the exception of:

- 2 drivers sharing one car the second driver should start race 2 from the last grid position

Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that his car will not be ready to start) must inform the Race Director accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

In the event of a driving infringement during practice, the Stewards may delete any number of qualifying times from the driver concerned in this case, a competitor will not be able to appeal against the Steward's decision.

#### **1.24 Starting Procedures**

15 minutes before the time of the start of the race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

No further reconnaissance laps shall be covered.

12 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits provided it reached the pit exit under its own power. If more than one car is affected they must line up in the order in which they reached the pit exit.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

Refueling on the starting grid is forbidden. No refueling is allowed during the race.

The approach of a start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the five minute signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minute signal must start the race from the back of the grid or the pit lane. Under the circumstances, a marshal holding a yellow flag will prevent this car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.

When the three minute signal is shown, everybody except drivers, officials and team staff must leave the grid.

When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given. If any driver needs assistance after the 15 second signal he must wave his hands to indicate requiring assistance and, when the remainder of the cars able to do so have left the grid, team staff of PSCME may attempt to rectify the problem. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

When the green flag is shown, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed.

During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.



Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the Line is not situated in front of pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A drive-through penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

Any driver who is unable to start the formation lap must raise his arm and, after the remainder of the cars have crossed the Line, team staff of PSCME may attempt to rectify the problem under the supervision of the marshals.

If the car is still unable to start the formation lap it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. The whole bodyshell of the car must be inside the designated grid box. The Grid Marshal will not be responsible to instruct drivers to their grid box. It will be solely the competitor's discretion.

There will be a standing start and the starting signal will be given by means of starting lights. Once all the cars have come to a halt the 5 second board will be shown to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. At any time after that the red lights will be extinguished to signal the start of the race.

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

Any car which is unable to maintain starting order during the entire formation must enter the pit lane and start from the pits.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hand out of the window and the marshal responsible for that row must immediately wave a yellow flag.

If the start is delayed as a result, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap. The driver concerned may then start the race from the back of the grid and any vacant positions will not be filled.

Should there be more than one car involved, their new positions at the back of the grid will be determined in accordance with their respective final grid positions.

If a problem cannot be rectified before the commencement of the new formation lap the car must be pushed into the pit lane by the shortest route. Team staff of PSCME may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power.

If a problem arises when the cars reach the starting grid at the end of the formation lap the following procedure shall apply:



- a) If the race has not been started, a red flag and a "start delayed" board will be shown, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.
- b) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- c) If, after the start, a car is immobilized on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.
- d) If the driver is unable to start the car whilst it is being pushed by his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

A drive-through penalty shall be imposed for the following:

- 1) False Start (either Rolling or moving) before the actual Start
- 2) Failure to be within the Grid Box line at the Start of Race.
- 3) Stopping at the wrong Grid box at the Start of Race

Only in the following cases will any variation in the start procedure be allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director Drivers should be given the opportunity to change tyres, a "start delayed" board will be shown on the Line and the starting procedure will begin again at the 15 minute point.
- b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Race Director may delay the start of the race by showing a "start delayed" board simultaneously with a "10" board with a red background.

This "10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten minute period, a "10" board with a green background is shown. The "10" board with a green background will mean that the green flag will be shown in ten minutes. Five minutes after the "10" board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e. 5, 3, 1 min, 15 seconds) will be shown, accompanied by an audible warning.

If however, the weather conditions have not improved within ten minutes after the "10" board with the red background was shown, the "10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times. At any time when a "10" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

In exceptional circumstances, the Race may be started behind the Safety Car. In this case, at any time before the one minute signal, Safety Car will be placed in front of Grid with orange lights illuminated. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated at the Start

Line, the Safety Car will leave the grid with all cars following in grid order no more than 5 cars lengths apart. There will be no formation lap and the race will start when the green lights at the start line illuminated.

The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and driver concerned from the Event.

### **1.25 Safety Car, Suspending and Resuming a Race**

The decision to use the Safety Car (see Article 1.23) or to suspend the race (see 1.26.2 f) shall be decided prior to an event and shall be published in the ASR's for each event.

#### ***1.25.1 Suspending A Race***

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The grid shall be filled as per the standings from the last fully completed lap before the occurrence of the incident leading to the suspension of the race. If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

Any cars unable to return to the grid as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be pushed onto the grid and arranged in the order they occupied before the race was suspended. If the race has been suspended in the pit lane any such cars will again be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the grid.

Whilst the race is suspended :

- neither the race nor the timekeeping system will stop, however;
- cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race ;
- refuelling is forbidden;
- only team members and officials will be permitted on the grid.

Cars may not enter the pit lane when the race is suspended. A penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race

has been suspended in the pit lane a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed and, subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

At all times drivers must follow the directions of the marshals.

### ***1.25.2 Suspending a race before completion of the second lap***

In case the leading car did not cover the distance of 2 laps when the race is suspended the start of the race shall be deemed as if it did not take place yet. The cars will take their original positions in the starting grid as per the qualifying result. Any empty position on the grid may not be filled up. Should there be a full starting row empty this gap may be closed by rows behind moving forward. The distance of the race will be shortened by two laps. The maximum duration/time for the race will be shortened accordingly.

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

### ***1.25.3 Resuming a Race***

The following is applicable for all cases in which a race was suspended after the second lap was completed.

The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.

Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will, if possible, be accompanied by an audible warning.

When the three-minute signal is shown all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a further race suspension. If the race has been suspended in the pit lane all cars in the fast lane must have their wheels fitted at the three-minute signal.

A penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the three-minute signal.

At the two minute point any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless :

- a) the race is being resumed in wet conditions and the race director deems more than one lap necessary
- b) all cars are not yet in a line behind the safety car ;

- c) team personnel are still clearing the grid ;
- d) a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow, no more than five car lengths apart, and must respect the pit lane speed limit until they pass pole position. Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

Overtaking is only permitted if:

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

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

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

Penalties will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap.

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

#### ***1.25.4 Suspension of the race after completion of 75% of the race distance or duration***

The decision to ultimately suspend the race remains with the race director. In case the leading car when the race is suspended has covered more than 75% (rounded up to the next full lap or minute) of the appointed race distance or duration, the race can be declared as finished. The classification for the race will be done as per the positions of the drivers in the penultimate lap before the suspension of the race.

#### **1.26 Pit Lane Speed Limit**

A speed limit of 60km/h will be enforced in the pit lane.

During practice and reconnaissance lap any driver who exceeds the limit will be penalized by a fine of BHD 150,-.

During the race, any driver who exceeds the above speed limit will be penalized by a drive-through penalty.

#### **1.27 Protests**

Protests shall be made in accordance with the Code and accompanied by a fee especially published in the ASR of each event. All protests must be submitted in writing.



### **1.28 Paddock**

The instructions of the PSCME organizers concerning the arrangement of the paddock are to be observed. At all times it is the objective of each team to maintain a clean and professional standard race series appearance. Within the paddock only the official PSCME hospitality & team catering is permitted. The special regulations governing Formula 1 events have to be observed.

### **1.29 Rights of The Inviting Party and The Organizer**

The PSCME organizers and the Race Director are entitled to carry out any modification to both the invitations for competition and the general regulations that may become necessary as a result of Force Majeure, for reasons of safety, to comply with official directions, or in order to safeguard the equality of chances or appeal of the racing series with the approval of the ASN or the FIA where appropriate. Obvious errors in the regulations can be corrected at any time. Amendments to the regulations can be issued in writing by the PSCME organizers upon agreement with the FIA, the relevant ASN or the responsible Stewards where appropriate. Individual events can be re-scheduled or cancelled.

### **1.30 Exclusion of Any Recourse to Courts Of Law And Restriction Of Liability/ Exclusion Of Liability**

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

No claims for damages can be derived from measures taken by Porsche AG / PME / GT3CCME S.P.C. / the promoter/ASN or their authorized representatives, except in the case of damages caused in intentional or grossly negligent ways.

Exclusion of liability is covered by the "Application for Entry" for the PSCME series 2019/2020 and must be signed by entrant and driver.

### **1.31 Right of Review**

If, in events forming part of the PSCME, a new element is discovered, whether or not the stewards of the meeting have already given a ruling, the Race director will summon the party or parties concerned to hear any relevant explanations and to judge in the light of the facts and elements brought before them.

### **1.32 Acceptance of The Regulations / Waiver**

Along with the "Application for Entry", the entrants must return the pre-printed agreement and waiver forms.

If the entrant/driver is not the owner of the entered car he must make sure that the actual owner signs the waiver printed on the "Application for Entry". If the waiver is not duly signed by the car owner the driver indemnifies all authorities and persons involved against any liability claims by the owner except in cases of damage caused in an intentional and grossly negligent way.

As far as the participants are concerned, this indemnification clause relates to damages resulting from competition activities (practice, qualifying, race). With view to other persons and authorities, it relates to damages caused within the scope of the event in general.

By signing the "Application for Entry", each entrant and driver participating in the PSCME will be deemed to have accepted the present regulations as well as the ASN's prescriptions, the Code and the specific regulations of the respective organizer.

### **1.33 Organiser's/promoter's insurance**

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

### **1.34 Declaration by the entrant, driver and passenger on the exclusion of liability**

Participants take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them or the vehicle used, if no exclusion of liability is agreed.

By submitting their 'Application for Entry' entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

- Porsche AG, its officers, sponsors and suppliers,
- The FIA, the BMF, the BMF affiliated and member organisations, any other ASNs of countries where the championship is held, their presidents, executive bodies, managing directors, secretaries general,
- The organizer, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event,
- The organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and
- Any agents or other persons employed to perform an obligation on behalf of the above persons and entities except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for legal claims based on the product liability law and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability;

And also against:

- The other participants (entrants, drivers, passenger), their assistants, the owners or registered keepers of other vehicles,
- Their own entrant, the own driver/s, their own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants.

They also waive claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the 'Application for Entry'.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

By submitting the 'Application for Entry', the entrant/driver/ passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during temporary race tracks. He/she undertakes to also inform the car owner hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the under- signed – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical records confidentially amongst each other and with regard to the clerk of the course, the Stewards, the chief medical officer, the BMF doctors, coordination automobile sport and the assurer claims department.

### **1.35 Podium Ceremony**

The drivers finishing the races in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> position of the Pro/overall category and a representative of the winning Team, must attend the prize-giving ceremonies on the podium which will be held after each race and abide by the podium procedures set out by the PSCME organizers.

The drivers finishing the races in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> position of all other categories, must attend the prize-giving ceremonies on the podium which will be held after each race and abide by the podium procedures set out by the PSCME organizers.

Of all other categories a full podium ceremony will only be held if the 2<sup>nd</sup> and 3<sup>rd</sup> placed drivers completed the whole race distance. In this case also the drivers who finished 2<sup>nd</sup> and 3<sup>rd</sup> must attend the prize-giving ceremony on the podium which will be held after each race and abide by the podium procedures set out by the PSCME organizers.

### **1.36 Race Service**

The PSCME organizers have appointed Lechner Racing to provide technical race service for all cars during the race weekend (for practice, qualifying and race). The costs of these services are included in the race package purchased with the car or notified in subsequent seasons in writing by the PSCME organizers. The working hours of the mechanics will be from 08,00 to 20,00 hrs. If due to an accident or other causes the technicians are required to work longer on any individual car, the extra labor costs will be charged to the competitor at a fixed rate. Only the personnel authorized by the official PSCME technical service provider are permitted to carry out repairs on the vehicles. Individual teams/drivers may appoint team managers/timekeepers etc. Such individuals are not permitted to work at the car at any time. The PSCME organizers should be notified of their names.



### 1.37 Spare Parts

Spare parts will be supplied exclusively through the PSCME technical service provider at a fixed price. These parts will be issued only for the purpose of repairing/servicing the racing cars and will under no circumstances be supplied to individuals for other use.

If major parts are required, the old part will be returned to the PSCME technical service provider and the owner must sign his acceptance and agreement. At the end of each race weekend, the customer will receive an invoice from the PSCME technical service provider for the parts used. It is the owners' responsibility to settle this account prior to the next meeting. Failure to do so will result in the competitor being barred from participating until said account is settled.

## Part B - 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. Vehicles of the type/model Porsche 911 GT3 Cup, type 992 (a special series produced by Dr. Ing. H.c. F. Porsche AG), of the model year 2021 which fully comply with these Regulations are eligible to participate. Additionally, Porsche Cayman GT4 Clubsport cars, type 982 and type 981 belonging to a special series built by Dr. Ing. H.c. F. Porsche AG are eligible to compete.

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

A change of vehicles must be applied for in writing by the entrant and must be approved in written form by the Series Organiser prior to the change. The decision to approve a change of vehicle is at the absolute discretion of the Series Organiser.

### 1.2 Principles of the Technical Regulations

In accordance with:

- ☒ Art. 251 and 277 (Group EII-SH) of Appendix J (FIA ISC) for Porsche 911 GT3 Cup cars
- ☒ Art. 277 of Appendix J (FIA ISC) for Porsche Cayman GT4 Clubsport cars
- ☒ 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 vehicles
- ☒ Technical Information of Dr. Ing. h.c. F. Porsche AG
- ☒ Software Information of Dr. Ing. h.c. F. Porsche AG
- ☒ Spare Parts Catalogues of the eligible vehicles



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

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

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

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

Certain alternative parts as detailed in Attachment 12 which have different part numbers to, but the same function as, the original part in the car or in the spare parts catalogue are allowed to be used for the originally intended function and in the originally intended position.

### **1.3 General/preamble**

**Everything that is not expressly permitted in these Regulations is prohibited.** Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden. Mounting a part in a different way or location than the original delivery condition is forbidden. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with the 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 and on the track. It is compulsory to wear overalls in compliance with the FIA 8856- 2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

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

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

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

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

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

### **1.4.2 Drinking system**

A drinking system may be used. Installation needs to be fixed using metal hardware and be able to withstand a crash of 30G.

### **1.4.3 Cooling system**

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

## **1.5 General Regulations**

### **1.5.1 Permitted modifications and installations**

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

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

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

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

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

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

The Series Organiser may permit modifications that do not correspond to the series production status on all or individual cars, providing these do not confer a competitive advantage (e.g. for the attachment of cameras; radio installations, etc.). The entrant 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 the event the mandatory minimum combined weight of the vehicle, the remaining fuel on board, the driver equalisation weight and the driver (together with all driver equipment) is reached. 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 weight of Porsche 911 GT3 Cup vehicles, with remaining fuel on board, driver equalisation weight and driver (together with all driver equipment) will be announced by Bulletin at the end of Technical Scrutineering of the first event.

The mandatory minimum combined weight of Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles, remaining fuel on board, driver equalisation weight and driver (together with all driver equipment) is 1410 Kg.

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

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.

### **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 original Dr. Ing. h.c. F. Porsche AG 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. The ballast weights are identified by spare part numbers in the spare parts catalogue and the reference table in Attachment 12. No other ballast weights or locations are permitted.

### **1.6.3 Minimum vehicle weight**

At no time during an event is the weight of a vehicle allowed to be less than the mandatory minimum weight. The minimum weight of a Porsche 911 GT3 Cup car will be announced by Bulletin at the end of Technical Scrutineering of the first event.

The minimum weight of a Porsche Cayman GT4 Clubsport (type 982 and 981) vehicle is 1325 Kg.

The minimum weight of a vehicle consists of:

- the weight of the vehicle;
- the weight of the inboard camera (surveillance camera and/or official TV camera);
- the installed additional weights (excluding driver equalisation weight);
- the remaining fuel on board.

### **1.6.4 Minimum driver weight**

The minimum weight of a driver is 85Kg. The minimum weight of a driver 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 vehicle**

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

in combination.

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

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

#### ***1.6.6 Weight changes during qualifying and race***

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

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

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

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

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

#### ***1.6.8 Personal protective driver equipment during weighing***

During the weigh-in, each driver must wear 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 vehicles are weighed as follows:

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

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

#### ***1.6.10 Leaving the weighing area***

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

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

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

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

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

The drivers will be weighed individually. 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 vehicle parts***

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

In case of a loss of coolant 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 25 kg to the measured weight of the car. The decision to do so is at the sole discretion of the Technical Scrutineers.

#### ***1.6.14 Parc Fermé rules for car weighing***

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

#### ***1.6.15 Weighing in below the minimum weight***

If, during the post qualifying or post-race 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 together for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method.

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

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

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

#### ***1.6.16 Bringing the vehicle to the weighing area***

It is the entrant'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 vehicle from the moment of the order until the termination of the weighing process.

#### ***1.6.17 Regulations on the route to and in the weighing area***

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 vehicle 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 Car damage**

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.

### **1.8 Emissions regulations**

N/A

### **1.9 Noise regulations**

N/A

### **1.10 Advertising and partnerships**

The current FIA/DMSB prescriptions for starting number and for advertising on the driver's equipment/on the race car and start numbers (see DMSB Manual, blue part) must be respected. The provisions set out under Item 21, Part 1 of this regulation also apply.

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

The advertising decals, logos, driver name and starting numbers as specified by the Series Organiser, must be affixed to all competing vehicles during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "2021/2022 Sticker Regulations".

The "Badge Regulations 2021/2022" and the "2021/2022 Sticker Regulations" are part of these Regulations (see Attachment 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 entrants' own advertising labels. The clearance between such advertising and the mandatory labels and competition number shall be a minimum of 30 mm.

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

The registered entrants will be informed about their starting competition 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 "2021/2022 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/DMSB Regulations are subject to a special waiver issued by the DMSB.

Competitors must not advertise any partnerships/sponsorship with companies who are either in competition to Dr. Ing. h.c. F. Porsche AG, its parent or partner companies, the official Series partners of Dr. Ing. h.c. F. Porsche AG or who are involved in a legal dispute with Dr. Ing. h.c. F. Porsche AG or a company associated with Dr. Ing. h.c. F. Porsche AG. The competitors are therefore obliged to notify potential partnerships to Dr. Ing. h.c. F. Porsche AG in advance. Dr. Ing. h.c. F. Porsche AG is entitled to prohibit competitors from advertising any partnership if the potential partner falls into one of the above two categories.

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.

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

The advertising guidelines of the FIA and DMSB 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 to their use. The Series Organiser is entitled to prohibit competitors from displaying or promoting in any manner the details of any unapproved partners/sponsors.

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

The 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 event or exclusion from the event, in each case at the discretion of the Stewards.

### **1.11 Safety equipment**

The cars must possess the following safety equipment.

The article numbers refer to the current Appendix J of the ISC unless stated otherwise.

#### **For Porsche 911 GT3 Cup cars only:**

- ☒ Art. 277 (Group EII-SH)

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

- ☒ Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- ☒ Oil collection tank in compliance with Art. 259.7.4
- ☒ Tank ventilation in compliance with Art. 253.3.4
- ☒ Double circuit braking system in compliance with Art. 253.4
- ☒ Additional safety fastener in compliance with Art. 253.5
- ☒ Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- ☐ Manual extinguisher in compliance with Art. 253.7.3
- ☒ Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- ☐ Safety cage in compliance with Art. 253.8
- ☐ Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- ☒ Safety cage in compliance with Art. 277
- ☒ Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- ☒ Towing-eyes/hitches in compliance with Art. 253.10 and accordingly Art. 259.14.6

- ☒ Safety foil on the windows in compliance with the DMSB prescriptions
- ☐ Windshield made of laminated glass
- ☒ Door nets in compliance with Art. 253.11 or DMSB prescriptions
- ☐ Additional safety fixing devices for windshield in compliance with Art. 253.12
- ☒ General circuit breaker in compliance with Art. 253.13
- ☒ Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly Art.259.6.3
- ☒ FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.2
- ☒ Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- ☒ Seats and attachments according to spare parts catalogue
- ☒ FIA homologated driver seat in compliance with Art. 253.16
- ☐ Headrest in compliance with Art. 259.14.4
- ☐ Rear light in compliance with Art. 275.14.5
- ☒ Reverse gear in compliance with Art. 275.9.3
- ☒ Prohibition of tyre pressure control valves in compliance with Art. 253.17
- ☒ Art. 277, category "II-SH"
- ☐ In compliance with ISC Appendix K

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.

## 1.12 Fuel type and single fuel

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

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

### **1.12.2 Fuel controls**

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. At any time of the event until the end of the protest deadline (subject to removal of fuel for the weighing procedure), the competitor must ensure that a minimum amount of 2.0 Kg of fuel can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the petrol pumps designated above. If the Technical Scrutineers order that a car be defueled (for example to check the minimum weight of the car without residual fuel), a fuel sample may be taken prior to defuelling the vehicle.

### **1.12.3 Refuelling, Refuelling installations and control**

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

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

Throughout the race event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the Series Organiser. The minimum value of the last 24 hours will be posted on the official notice board before the first session of each day. At no time is the fuel temperature allowed to be less than the lowest outdoor air temperature as posted on the notice board.

Any operations involving the handling of fuel require the presence of fire extinguishers present in the area of the fuel operations.

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 place.

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

## **1.13 Technical definitions**

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

## **2 Specific Technical Regulations**

### **2.1 General information**

Technically identical vehicles with the designation Porsche 911 GT3 Cup (type 992), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Series. Only vehicles of model year 2021 and 2022 (see following general vehicle description) are permitted.

Technically identical vehicles with the designation Porsche Cayman GT4 Clubsport (type 982 and 981), built by Porsche AG in a small production run on the basis of the Porsche Cayman GT4, shall be used for the Series.

Certain special parts used in the Porsche 911 GT3 Cup and the Porsche Cayman GT4 Clubsport cannot be obtained via the Porsche dealer organisation, but instead can only be obtained from the championship organization.

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

#### **2.1.1 General vehicle description**

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

Concept: Single-seated, near-standard race vehicle based on the Porsche Cayman GT4.

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

### **2.2 Engine**

#### **2.2.1 General description**

##### **For Porsche 911 GT3 Cup cars only:**

Water-cooled six-cylinder boxer engine

Displacement 3,996 cm<sup>3</sup>; 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 DMSB certified catalytic converter and centred exhaust pipes

Engine control unit Bosch MS 6.6

Single-mass flywheel

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

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

Any work on the engine that requires the seal to be opened is only allowed to be undertaken at P Dr. Ing. h.c. F.

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

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

Before the engines are delivered and refitted, a new seal shall be affixed at Dr. Ing. h.c. F. Porsche AG.

### **2.2.2 Engine electronic control units**

Throughout the entire event, only the engine electronic control units coded and sealed by the Series Organiser for the races are allowed 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 of VIN and ECU number if an electronic control unit has the capability of traction control and is used in an event. Traction control has to be disabled at all times throughout the event.

### **2.2.3 Exhaust system**

**For Porsche 911 GT3 Cup cars only:**

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").

**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Type 981

The exhaust system defined in the Spare Parts Catalogue is mandatory

- |                                  |                    |
|----------------------------------|--------------------|
| • Exhaust manifold left w. Cat.: | P.-Nr. 9811132118C |
| • Exhaust manifold left w. Cat.  | P.-Nr. 9811132128C |
| • Muffler left                   | P.-Nr. 98111192106 |
| • Muffler right                  | P.-Nr. 98111192206 |

Typ 982

The exhaust system defined in the Spare Parts Catalogue is mandatory

- |                              |                   |
|------------------------------|-------------------|
| • Exhaust manifold Cyl. 1-3  | P.-Nr. 9F2251215A |
| • Exhaust manifold Cyl. 4-6  | P.-Nr. 9F2251216A |
| • Exhaust Pipe left w. Cat.  | P.-Nr. 9F2254351A |
| • Exhaust Pipe right w. Cat. | P.-Nr. 9F2254350A |
| • Exhaust muffler GT4CS II   | P.-Nr. 9F2251053  |

### **2.2.4 Engine oil quick refill**

The use of the optional "oil quick filling kit" as shown in the catalogue is permitted, provided the mounting is fully compliant with the official Dr. Ing. h.c. F. Porsche AG mounting instructions. The hole in the engine lid required to fit the quick oil fill must be fully covered by clear heli tape. The use of the engine oil quick fill in pit lane during any Porsche Sprint Challenge Middle East event is prohibited.

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

### **2.3.1 General description**

**For Porsche 911 GT3 Cup cars only:**

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

#### **Gear ratios:**

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

Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger

Mechanical limited slip differential

Triple-disc sintered metal race clutch

Pneumatic gear shift activation (paddle shift)

**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Type 981

As an option a 10mm spacer is allowed to be fitted between the flanges of the gearbox and the drives shafts, combined with the mandatory screws.

- |                                    |                  |
|------------------------------------|------------------|
| • Optional Spacer:                 | P.-Nr. MTH332527 |
| • Mandatory screws M10x1,5x55 12.9 | P.-Nr. MTH332524 |

(see Manthey Racing Parts catalogue Cayman GT4 CS Spec Trophy)

Typ 982

A 10mm spacer is mandatory to be fitted between the flanges of the gearbox and the drives shafts, combined with the mandatory screws.

- |                                 |                    |
|---------------------------------|--------------------|
| • Spacer Sleeve Joint Shaft     | P.-Nr. 9F2501199   |
| • Plate Joint Shaft             | P.-Nr. 9P1501375   |
| • ZYL-SHR M10x55 4762 12.9 B110 | P.-Nr. 90006708701 |

### **2.3.2 Ramp breakover angle**

**For Porsche 911 GT3 Cup vehicles only:**

The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Attachment 4). The number of friction plates and the assembly order shall correspond to the specification in the Technical Manual and must not be changed. The fitted friction plates must comply with the delivery condition in terms of number, allocation and specification (see parts catalogue).

### **2.3.3 Transmission emergency function**

**For Porsche 911 GT3 Cup (type 991 II), MY 2017, 2018, 2019 vehicles only:**

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**

**For Porsche 911 GT3 Cup cars only:**

### **Lubricants**

#### **Engine:**

Mobil 1 ESP X3 0W-40 engine oil is compulsory. The addition of any additives or any chemical changes to the engine oil are prohibited.

#### **Transmission:**

Mobilube 1 SHC 75W-90 transmission oil is compulsory. The addition of any additives or any chemical changes to the transmission oil are prohibited. No less than the minimum quantity of transmission oil in the gearbox as



specified in the manual must be used at all times during any event.

**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

The lubrication system was developed on purpose for use on the race track and is defined by the spare parts catalogue.

All operational fluids (oils, greases, coolants and breaking fluids) which are indicated in the technical manual, must be used as indicated. The Technical Scrutineers are permitted to take samples of all operational fluids for analysis.

## **2.5 Brakes**

### **2.5.1 General description**

**For Porsche 911 GT3 cars only:**

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: 15.9 mm).

Front axle:

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

Rear axle:

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

The use of any system working like an ABS system is strictly prohibited. For easier handling and more versatile use of the cars besides the Porsche Mobil 1 Supercup, it is permitted to have the following parts of the ABS system offered by Dr. Ing. h.c. F. Porsche AG still in the car during any events of the Porsche Mobil 1 Supercup, provided that all components are fitted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions:



- ABS ADAPTER HARNESS
- G sensor ABS and TC

**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

The braking system differs from the road legal car and is defined by the spare parts catalogue.

Type 981

P.-Nr.: Ventilated brake disks FA

- VL 981.351.105.8A
- VR 981.351.106.8A

P.-Nr.: Racing brake lining set FA

- MTH351942

P.-Nr.: Option racing brake lining set FA

- 991.351.942.8A/B

P.-Nr.: Ventilated brake disks RA

- HL 981.352.107.8A
- HR 981.352.108.8A

P.-Nr.: Racing brake lining set RA

- MTH352942

P.-Nr.: Option racing brake lining set RA

- 991.352.942.8A/B

Typ 982

P.-Nr. Ventilated brake disks FA

- VL 9F2615283
- VR 9F2615284

P.-Nr. Racing brake lining set FA

- 9913519428A/B

P.-Nr. Ventilated brake disks HA

- HL 9F2615583
- HR 9F2615584

P.-Nr. Racing brake lining set RA

- 9F2615117/A

The integrated driving stability system PSM (which includes ESC and TC) is set up specifically for use on the race track and must not be changed by the competitor.

The system can be switched off completely.

## **2.6 Wheel suspension**

### **For Porsche 911 GT3 Cup cars only:**

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 spacer washer in the front and rear axle control arms are:

- Front axle 20.0 mm
- Rear axle 15.0 mm

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.

#### **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.

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

The suspension was modified for the use on the racetrack and is defined by the spare parts catalogue. The suspension components are not allowed to be modified.

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

- The variation of the mandatory main springs combination on the front and rear axle is allowed. (See part 2; Art. 2.6.1)
- Setting of the tie at the tie-rod FA / RA
- Setting of the camber by moving the strut mounting point (within the original tolerances) and/or the application or removal of distance shims in the front axle wishbone, as well as by setting the excentre screw and/or application or removal of distance shims in the rear axle wishbone (Distance shims thickness as per Technical Manual Cayman GT4 CS, respectively Porsche 718 Cayman GT4 Clubsport in its currently valid version, PMRSI. A suitable clearance between the rod and the chassis must be accounted for.
- Setting of the ground clearance at the damper FA / RA
- Setting of the anti-rollbar FA / RA at the appropriate connection points
- The anti-roll bars are allowed to be unhooked. Herefore, one hinge support per anti-roll bar must be removed.
- It is mandatory to use the screw with P.Nr. 997.331.535.90 (with shortened head) for fixation of the trailing arm to the rear axle.

#### **Shock absorbers/springs**

Type 981

Vibration Damper KW

- Damper FA left „Trophy Spec“ P.-Nr. MTH343045
- Damper FA right „Trophy Spec“ P.-Nr. MTH343046
- Damper RA left/right „Trophy Spec“ P.-Nr. MTH333051

Main spring KW; (l=140mm)

Standard spring combination

- Spring VA 140N/mm P.-Nr. MTH343531
- Feder HA 150N/mm P.-Nr. MTH333531
- FA/RA in combination with helper spring (10/60/80) P.-Nr. MTH343538

As an option, the RA Spring 150N/mm, l=140mm can be replaced with:

- Spring FA 150N/mm; (l=170mm) P.-Nr. MTH333532
- in combination with the helper spring (3/60/80) P.-Nr. MTH343537A

Optional spring combination

- Spring FA 110N/mm P.-Nr. MTH343533
- in combination with the helper spring (10/60/80) P.-Nr. MTH343538
- Spring RA 120N/mm; (l=170mm) P.-Nr. MTH333533A
- in combination with the helper spring (3/60/80) P.-Nr. MTH343537A

Spring combinations must be fitted exclusively as a whole, as described above. The standard spring combination (140/150N/mm) must not be combined with the optional spring combination (110/120N/mm).

The indication of the main springs stipulates the axle it must be fitted on. The mounting order of the springs must be analogously to the Spare Parts Catalogue; see Part 3, Attachment 4)

Bump stop combination FA / RA see Part 3; attachments 4 and 5

(see also Part 2, Art. 1.2; Manthey Racing spare parts catalogue Cayman GT4 CS Spec Trophy)

Typ 982

Damper Strut „Trackday“

- Z Damper Strut FA le./ri. „Trackday“ P.-Nr. 9F2412019/A
- Z Damper Strut RA le./ri. „Trackday“ P.-Nr. 9F2512019/A
- Z Support Bearing FA left P.-Nr. 9913430158A
- Z Support Bearing FA right P.-Nr. 9913430168A
- Z Support Bearing FA le./ri. P.-Nr. 9F2512351

Standard Spring Combination

- |  |                    |
|--|--------------------|
| • Spring FA 130N/mm (l=140mm)                        | P.-Nr. 9F2411105   |
| • Spring RA 150N/mm (l=170mm)                        | P.-Nr. 9F2511121   |
| • FA/RA in combination with helper spring (10/60/80) | P.-Nr. 9813435378A |

#### Optional Spring Combination

- |  |                   |
|--|-------------------|
| • Spring FA 110N/mm (l=140mm)                | P.-Nr. MTH343533  |
| in combination with helper spring (10/60/80) | P.-Nr. MTH343538  |
| • Spring RA 120N/mm; (l=170mm)               | P.-Nr. MTH333533A |
| in combination with helper spring (3/60/80)  | P.-Nr. MTH343537A |

Spring combinations must be fitted exclusively as a whole, as described above. The standard spring combination (130/150N/mm) must not be combined with the optional spring combination (110/120N/mm).

The indication of the main springs stipulates the axle it must be fitted on. The mounting order of the springs must be analogously to the Spare Parts Catalogue; see Part 3, Attachment 4)

(see also Part 2, Art. 1.2; Manthey Racing spare parts catalogue Cayman GT4 CS Spec Trophy)

## 2.6.6 Steering

### For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:

The steering is defined by the spare parts catalogue and must be fitted without modifications.

To ensure the comfortable reach of the steering wheel by drivers of all heights, an optional 40mm long steering wheel hub extension may be installed.

- Steering wheel hub extension 40mm P.-Nr. MTH-347810  
(See Part 2, Art. 1.2; Manthey Racing Spare Parts Catalogue Cayman GT4 Spec Trophy)

## 2.7 Wheels (flange + rim) and tyres

### 2.7.1 General description

#### For Porsche 911 GT3 Cup vehicles only:

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

Front Axle 12J x 18 ET 23.5 mm

Rear Axle 13J x 18 ET 44.5 mm

### For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:

Wheels as defined in the Spare Parts Catalogue must be used.

## Type 981

### Standard Wheel Combination

- Dimension FA 9Jx18 ET41 P.-Nr. 9813621318A
- Dimension RA 10,35Jx18 ET47,5 P.-Nr. 9813621518A

As an option, the standard wheel combination can be replaced with

- Dimension FA 9Jx18 ET41 P.-Nr. 9F2601017A
- Dimension RA 10,35Jx18 ET47,5 P.-Nr. 9F2601075A

Wheel combinations are only permitted to be used as a whole. The Wheels of the standard combination are not permitted to be combined with wheels of the optional combination

## Type 982

### Standard Wheel Combination

- Dimension FA 9Jx18 ET41 P.-Nr. 9F2601017A
- Dimension RA 10,35Jx18 ET47,5 P.-Nr. 9F2601075A

The acquisition of these rims must happen via the Series Organiser.

### **2.7.2 Wheels**

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. Only the use of the original metallic or plastic valve caps is allowed and strictly enforced for all races.

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). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

### **2.7.3 Tyres**

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

Dr. Ing. h.c. F. Porsche AG suggests that all competitors follow Michelin's recommendations and instructions relating to tyre pressure and set-up. Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to refit or rotate the tyres on the rims.

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

**For Porsche 911 GT3 Cup (type 991 II), MY 2017, 2018, 2019 vehicles only:**

Slick tyres

Front: 30/65 R 18 Porsche Cup N3

Rear: 31/71 R 18 Porsche Cup N3 R

Rain tyres

Front: 30/65 R 18 P2L

Rear: 31/71 R 18 P2L

For the first event following any change of tyre specification, permanent starters and returning guest drivers will be allowed to mark a maximum 1 set of the new specification tyres (including any part of the complete set for which the specification has not changed) before the free practice session and a maximum 2 sets before the qualifying session. For the free practice session only, at that event, it will also be permitted to use marked tyres of the old specification which were allocated to that competition number in a previous Series competition.

**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Slick tyres

Front: 25/64-18 Michelin Slick Cup

N2

Rear: 27/68-18 Michelin Slick Cup

N2

Rain tyres

Front: 25/64-18 Michelin Rain P2G;

25/64-18 Michelin Rain P2L

Rear: 27/68-18 Michelin Rain P2G;

27/68-18 Michelin Rain P2L

The Specifications Michelin Rain P2G and P2L must not be combined.





#### **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 race event, and for the duration of the event, a maximum of 3 sets of slick tyres for the front axle and rear axle of each vehicle can be marked by the Technical Scrutineer.

#### **2.7.5 Ordering of tyres**

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

#### **2.7.6 Free practice**

For the free practice sessions, tyres do not need to be marked by the Technical Scrutineer.

#### **2.7.7 Qualifying and race**

Only the tyres marked for the relevant race 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 Guest drivers**

The first event for guest drivers with a competition number is the first time the particular competition number is entered into the 2021-2022 season of the Porsche Sprint Challenge Middle East.

#### **2.7.9 Non-Permanent drivers**

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

#### **2.7.10 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.

#### **2.7.11 Joker Tyres**

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

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

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

### **2.7.12 Treatment**

All chemical, mechanical and thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns 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 that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

### **2.7.13 Tyre logs**

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

All tyre logs must be presented signed to the Technical Scrutineers before the start of the respective session for which the tyres are allowed to be used.

No tyre is permitted to be used that is not listed on a signed tyre log for the relevant car.

## **2.8 Bodywork and dimensions**

### **2.8.1 General description**

**For Porsche 911 GT3 Cup cars only:**

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

Lightweight exterior:

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

Polycarbonate windows with hard coating

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

Modified 911 cockpit:

Carbon-fibre reinforced plastic interior trim panels

Ergonomic digital touch panel with multi-colour backlight aligned towards driver

Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons

Adjustable steering column with steering angle sensor

Safety nets (centre and driver's side) in accordance with latest FIA safety regulations

Optimized cockpit ventilation featuring airflow directed at driver

Racing bucket seat in accordance with FIA Standard 8862/2009

Infinite longitudinal adjustment, two positions for height and inclination adjustment

Padding system in three sizes to adapt seat to individual drivers

Preparation for seat ventilation

Six-point racing safety harness

FT3 safety fuel cell (approx. 110 litres) and dry break couplings for fueling and draining using a fully enclosed system

'Fuel-Cut-Off' safety valve in accordance with FIA regulations

Integrated air-jack system (three jacks) with valve mounting points on either side of the car.

Colours:

Body painted with water-based paint

Exterior GT-silver-metallic [M7Z]

Interior GT-silver-metallic [M7Z], without clear lacquer finish

Rims: Platinum semi-matt [OB5]

Rear wing in naked carbon

### **2.8.2 Overall vehicle dimensions and overhangs:**

#### **For Porsche 911 GT3 Cup cars only:**

The overall length 4,585 mm (180.51 inch)

Total width (front axle): 1,920 mm (75.59 inch)

Total width (rear axle): 1,902 mm (74.88 inch)

Wheelbase: 2,468 (97,16 inch)

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

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

excluded).

The wheelbase of the car is 2,468.0 mm +/- 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**

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.

#### **For Porsche 911 GT3 Cup cars only:**

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

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

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

As an option it is allowed to replace the originally fitted laminated glass windshield with a polycarbonate windshield.

- Polycarbonate windshield P.-Nr. MTH541911  
(see part 2, Art. 1.2; Manthey Racing spare parts catalogue Cayman GT4 CS Spec Trophy)

### **2.8.5 Side and rear windows**

#### **For Porsche 911 GT3 Cup cars only:**

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.

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Only the genuine side and rear windows in their original version are permissible. The windows on driver and passenger side must be equipped with protective foil, as indicated in the spare parts catalogue and the technical manual

## **2.8.6 Cockpit**

### ***Seat***

#### **For Porsche 911 GT3 Cup cars only:**

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

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

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

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

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

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

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

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

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

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green colour on the illustration of attachment 6.

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

An upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in attachment 8), as long as the original padding is not modified or removed.

An upholstery of the areas shown in yellow colour on the illustration of attachment 6 is allowed by either using original Recaro paddings or using a foamed seat insert, as long as the insert is made of fireproof material, coloured in black and its maximum thickness at any point does not exceed 50 mm in size. The use or change is subject to approval by the Series Organiser.

The preferred supplier for padding components is the seat manufacturer (Recaro).

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

### ***Ventilation in the passenger compartment***

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

### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

All surfaces on the inside of the cockpit should correspond to the original indicated in the spare parts catalogue.

### ***Safety Nets***

#### **For Porsche 911 GT3 Cup cars only:**

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

### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

#### ***Safety Nets***

Additionally, every car must be equipped with the after sales safety nets as specified and mounted complying with the Porsche AG mounting instructions:

- |                                |                |
|--------------------------------|----------------|
| • As. seat belt lateral:       | 1x 9917225217A |
| • kit holder seat belt:        | 1x 9917225117C |
| • hexagon head bolt:           | 4x 90037802201 |
|                                |                |
| • As. seat belt center:        | 1x 9917225237A |
| • belt attachment safety cage: | 1x 9917225137A |
| • screw:                       | 2x 999073296A2 |

### ***Pedals***

The pedals systems must not be modified. Exception to this rule is the fitting of foils to improve the grip of the shoes on the surface

### ***Additional equipment***

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Additional equipment components from the spare parts catalogue can be fitted and can be compensated with the ballast described in Part 2 Art. 1.6 of these Regulations.

##### ***1. Underbody paneling***

For protection of the front underbody, respectively the luggage compartment underside, as an option it is allowed to install two metal skid plates under the underside of the car.

- Kit Metall Skids T.-Nr. MTH804750  
(see part 2, Art. 1.2; Manthey Racing spare parts catalogue Cayman GT4 CS Spec Trophy)

The position of the skids has to be on the surfaces of the height measuring point on the front axle left and right.

##### ***2. Engine aspiration ducts***

For protection of the two engine aspiration ducts as well as the engine compartment fan against dirt particles it is allowed to install protection meshes in the side air ducts on the side skirts on the left and right side.

- Protection mesh left P. Nr. MTH541561
- Protection mesh right P. Nr. MTH541562  
(see part 2, Art. 1.2; Manthey Racing spare parts catalogue Cayman GT4 CS Spec Trophy)

#### **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 latches and Ground clearance of car.

The minimum ground clearance of the ready-to-drive vehicle (with the driver in the vehicle and slick 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 race event.

For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 72 mm and the clearance at the rear axle a minimum of 106 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, given in Art. 2.8.8 of the Technical Regulations, must be achieved with undamaged and unmodified mounting bolts (part number N91253401).

The height of an undamaged and unmodified mounting bolt head will be defined as 14.9 mm. If the height of the mounting bolt heads, fitted to the car during the ground clearance measurement, measures less than 14.9 mm, the difference will be taken into account."

**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 75 mm and the clearance at the rear axle a minimum of 75 mm. The measuring points are on the whole floor area. No component is allowed to touch the gauge. The ground clearance is allowed to be changed within the existing adjustment range.

**2.8.8 Measuring method**

The minimum ground clearance of the ready-to-drive vehicle is checked using a measuring plate and appropriate height gauges for the axle to be measured in each case. The measurement is checked with the ready-to-drive car incl. the driver on board, standing on the measuring plate. If the measuring gauges can be accessed under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the technical scrutineers.

The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective competition number 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.

**2.8.9 Measurement location**

The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers. A check can also be made in the pit lane for the duration of the qualifying session.

**2.8.10 Failure to reach minimum height**

Failure to reach the minimum height during the qualifying session may be penalised with the cancellation of the times achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid. Failure to reach the minimum height in the race will result in 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.

One strip of transparent adhesive tape (max. 80 mm long, 20 mm wide) is permitted as a fixing element on the headlights, the tail lights, the front wheel covers at a 90° angle in relation to the particular gaps that are taped over.

Furthermore, entrants are permitted to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork.

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

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

When running on treaded tyres it is permitted to close all slots on the rear side windows with transparent heli tape.

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

### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

The specification is reported in the spare parts catalogue and must not be modified. It is mandatory to close the gaps in the front fender shields (diffusor) with panels.

- Diffusor panel left P.-Nr. MTH504701
- Diffusor panel right P.-Nr. MTH504702  
(vgl. Teil 2, Art. 1.2; Manthey Racing Teilekatalog Cayman GT4 CS Spec Trophy)

It is mandatory to fit an auxiliary extension on the gurney of the rear wing.

- Gurney-extension 22 mm +1mm /-1mm P.-Nr. MTH512850  
(see part 2, Art. 1.2; Manthey Racing spare parts catalogue Cayman GT4 CS Spec Trophy)

## 2.10 Electrical equipment

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

### **For Porsche 911 GT3 Cup vehicles only:**

#### **General description**

10.3" Porsche color display

Porsche logger

Porsche power box

Fire extinguisher system (extinguishing agent: NOVEC gas)

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

175 A alternator

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

Data connection (data logger, video system)

#### **LED Lighting system:**

Main headlights

Daytime running lights

Taillights

Rainlight in compliance with FIA homologation regulation

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

AS SENSOR GPS

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

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

The Cayman GT4 Clubsport is equipped in standard delivery with tyre pressure sensors (RDK). In the delivery package, the set of rims mounted on the vehicle is already fitted with the relevant pressure sensors, as they are specified in the spare parts catalogue.

During an event, the use of the RDK sensors is not mandatory.

#### **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 choice of hardware for radio reception from the “Earplug” port to the driver is optional but must be checked and approved by the Technical Scrutineers. Further modifications to the radio system are not permitted. Extra equipment is only permitted to be coupled with the radio system by the Series Organiser.

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

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

### **2.10.3 Data Recording**

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

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

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

### **2.10.4 Accident Data Recorder (ADR)**

All participating cars in the series shall be fitted with an ADR to be provided and installed by the Series Organiser.

The ADR must not be tampered with at any time, nor removed from the car without prior approval from the Series Organiser. Refer to Attachment 7.

### **2.10.5 Timing Transponder**

Only the transponder provided by the Series Organiser is allowed to be used throughout the entire competition. The timing transponder must be mounted as shown in Attachment 8 or as expressly indicated by the Series Organiser at certain events.

### **2.10.6 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. 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.

For image rights and copyright, see Art. 18 Part 1: Sporting Rules.

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.

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

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

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

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

The PSCME organizer shall have the exclusive right to procure the filming of each race and any other part of the event (except for Formula 1 events) for television and/or other media and to license and otherwise exploit rights arising from such filming in their absolute discretion. No car may participate in a race or any other part of the events if it contains an in-car or on-car moving picture device in circumstances where the PSCME organizer has not required or given its prior written consent to the presence and operation of that device.

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

If one of the seals on the engine control unit is opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without

being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

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 the element, to prevent their separation

### **2.11.4 Fuel circuit**

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

#### **For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Type 981

The car is equipped with a safety fuel cell according to FIA Standard FT3-1999 and Art. 253.14.

The maximum capacity of 100 Liters consists of the inner volume of all components flooded with fuel, including, for example, the filling hose.

Type 982

The car is equipped with a safety fuel cell according to FIA Standard FT3-1999 and Art. 253.14.

The maximum capacity of 115 Liters consists of the inner volume of all components flooded with fuel, including, for example, the filling hose.

It is solely the competitors responsibility to ensure the maximum allowed capacity isn't exceed. It is allowed to reduce the capacity of the fuel tank with voluminous bulks.

## Part 3: Attachments / Drawings

### Attachment 1 – Badge regulations 2020/2021\*

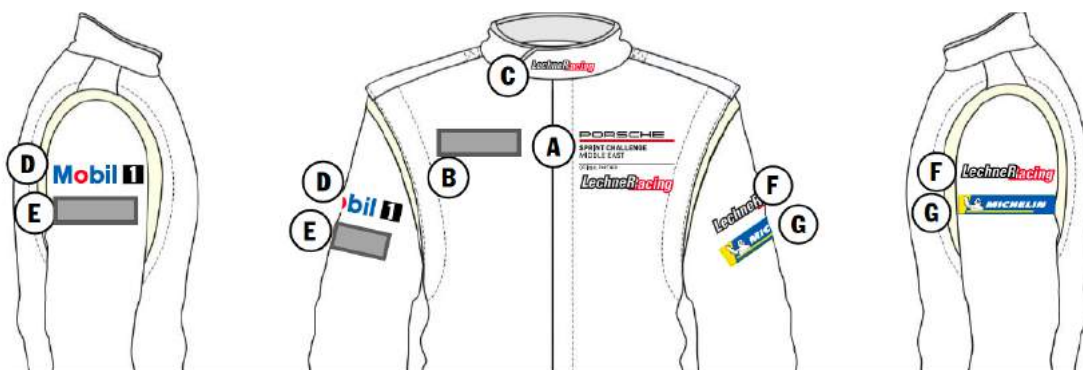
In due time prior to the first race event, all teams entered for the 2020-2021 Series will receive an adequate number of the obligatory badges for their drivers' racing overalls. All obligatory badges must be sewn onto the drivers' overalls in accordance with the specifications.

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 GT3 Cup Challenge Middle East (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)



**Attachment 2 – Sticker Regulations 2021/2022**



BAHRAIN MOTOR FEDERATION | BMF



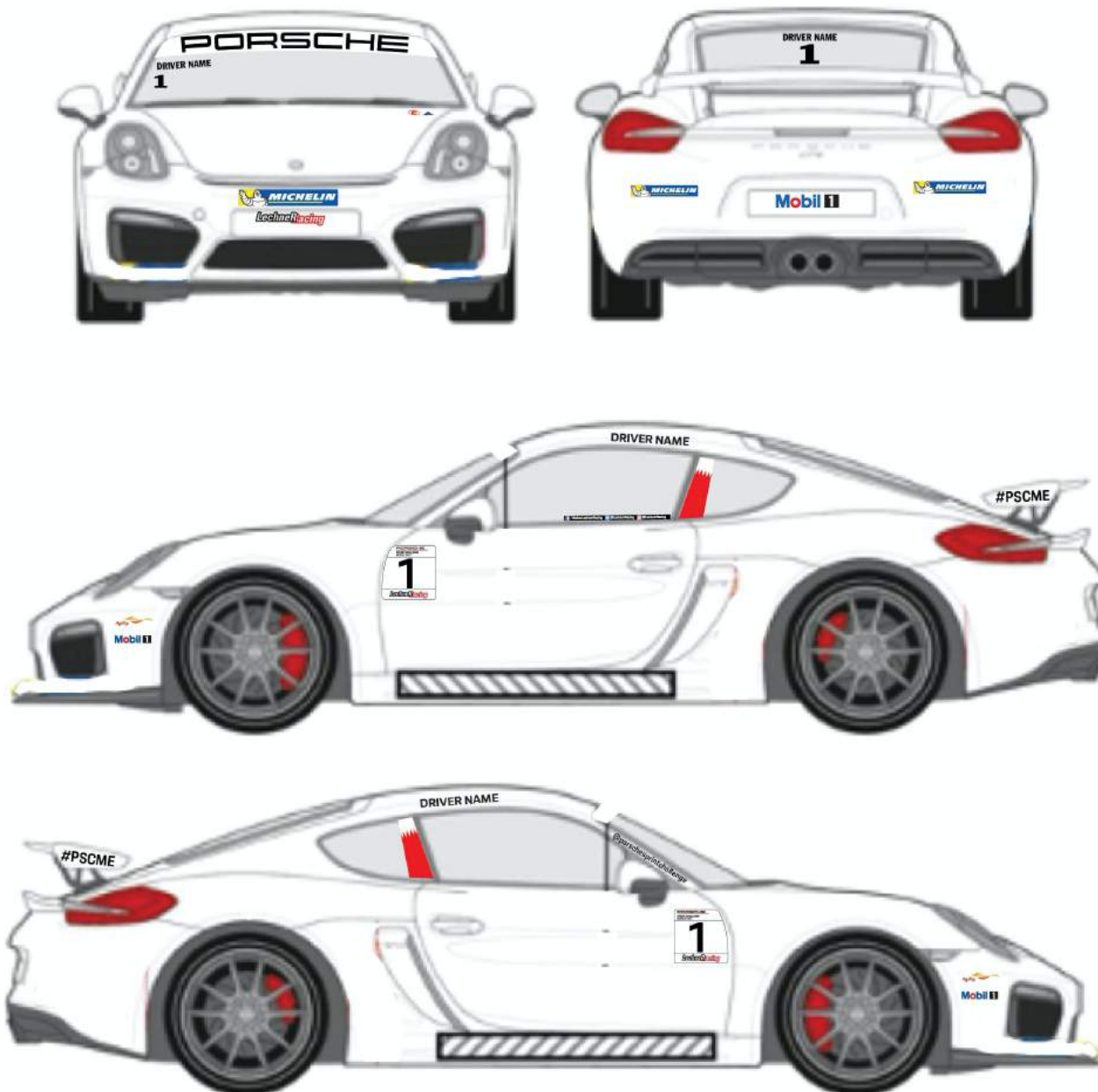
**Porsche Sprint Challenge Middle East**  
Manufacturer / Series Specifications, Series Partners



**Porsche Sprint Challenge Middle East - Sticker Regulation 2020/21**

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	240 / 51	black and White	Agility Logo colors with Background	Front Bumper Right and Left
-	-	-	-	-	-
3	2	235 x 235	white with black frame	Starting number plate, incl. SCME logo and LR logo	Left and right door
4	2	-	-	Porsche Sprint Challenge Middle East	Sill left and right
5	2	-	-	Porsche Sprint Challenge Middle East	Sill left and right
6	2	25 height	white	Social Media info	left Door glass
7	2	-	-	Porsche Sprint Challenge Middle East	Sill left and right
8	2	-	-	Porsche Sprint Challenge Middle East	Sill left and right
9	2	-	-	Porsche Sprint Challenge Middle East	side left and right
10	2	45 height	black & white	@porschepintchallenge	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	#PSCME	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	450 x 95	black and red	Lechner Racing Logo	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	Windscreen
22	1	-	-	Flash for current interrupter	Front bonnet, left
23	1	-	-	E for extinguisher	Front bonnet, left
24	1	-	-	Porsche Sprint Challenge Middle East	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





Nr.	Area	Name	Quantity
-	Front bumper, lower part, center	Michelin Logo	1
-	Rear bumper, lower part right/left	Michelin Logo	2
-	Front bumper, side, right/left	Agility	2
-	Front bumper, side, right/left	Mobil 1	2
-	Rear bumper, lower part, center	Mobil 1	1
-	Front bumper, lower part, center	Lechner Racing	1
-	Side skirt right/left	(Industrieleiste)	Tba



**Please note**

1. The sticker positions 1–31 are strictly reserved for PSCME.
2. The obligatory stickers are to be obtained only from PSCME.
3. The distance between stickers must be at least 30 mm.
4. If positions 16, 17 and 18 are not used by PSCME, they shall be available until availability is revoked by PGT3CCME. Such revocation shall be announced in good time by the Series Organiser, at least 4 weeks 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 PSCME and cannot be used by the teams.

**Exclusivity rule:**

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

With regards to the exclusivity of the Series and cooperation partners of PSCME 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 PSCME:
  - 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.

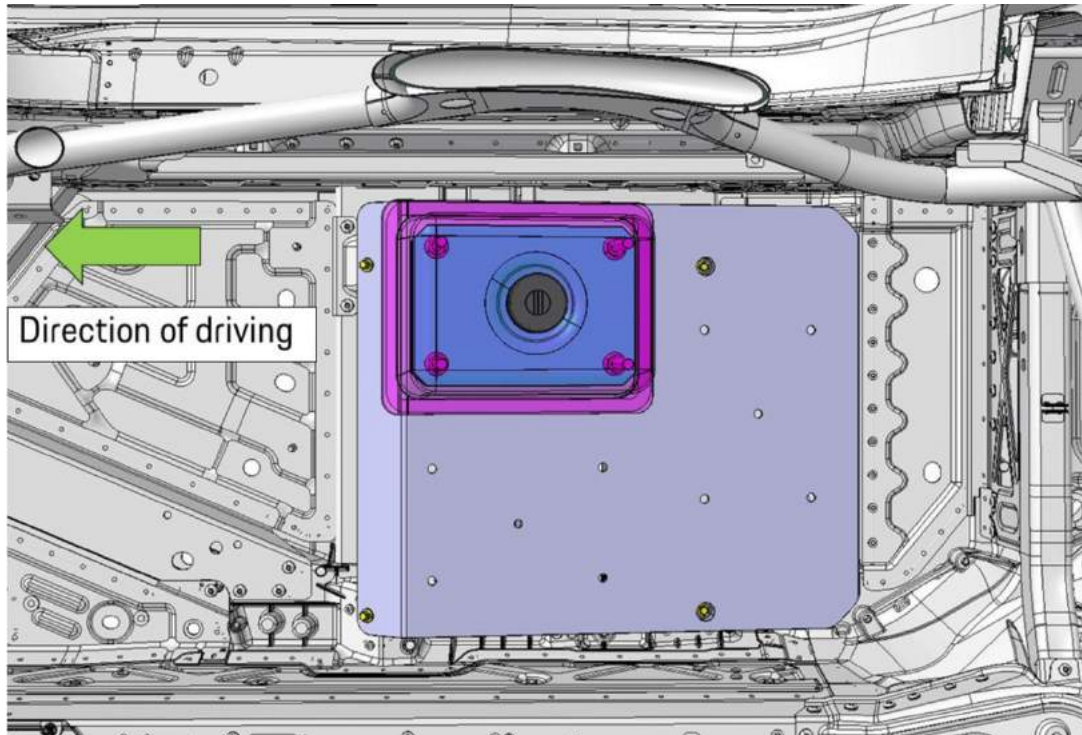
This is not valid for the ongoing season if the Series or cooperation partner cannot be communicated by the first event. The date of the contract signing is pivotal.

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

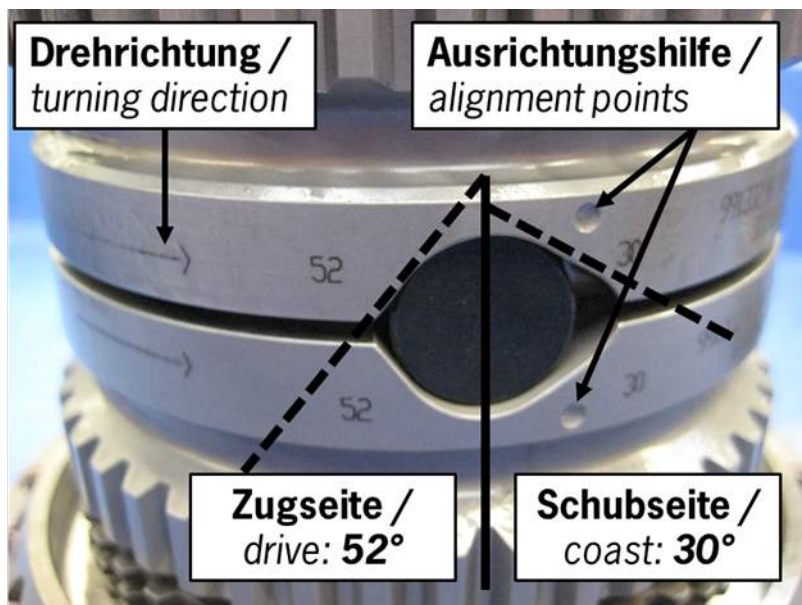
In case of questions, please contact the Championship Organiser.

### Attachment 3 – Ballast weights

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



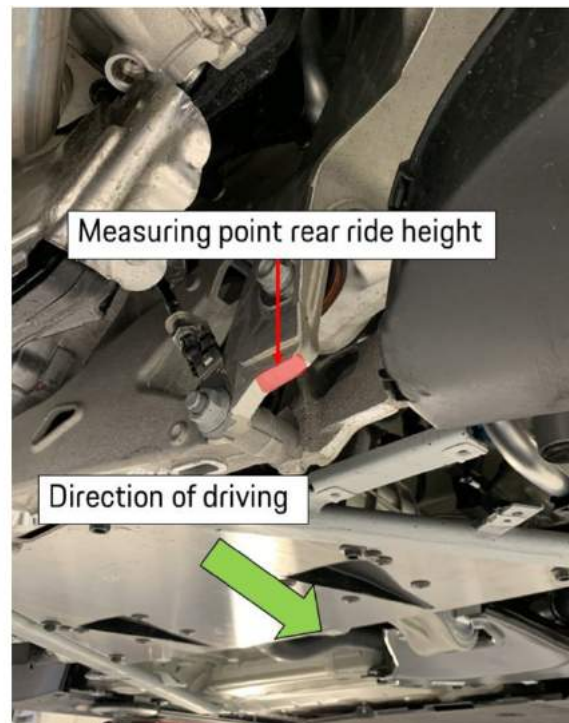
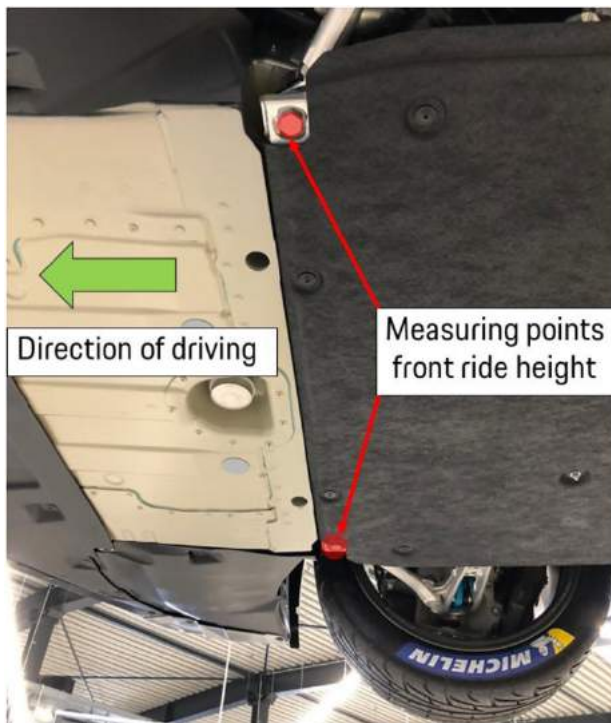
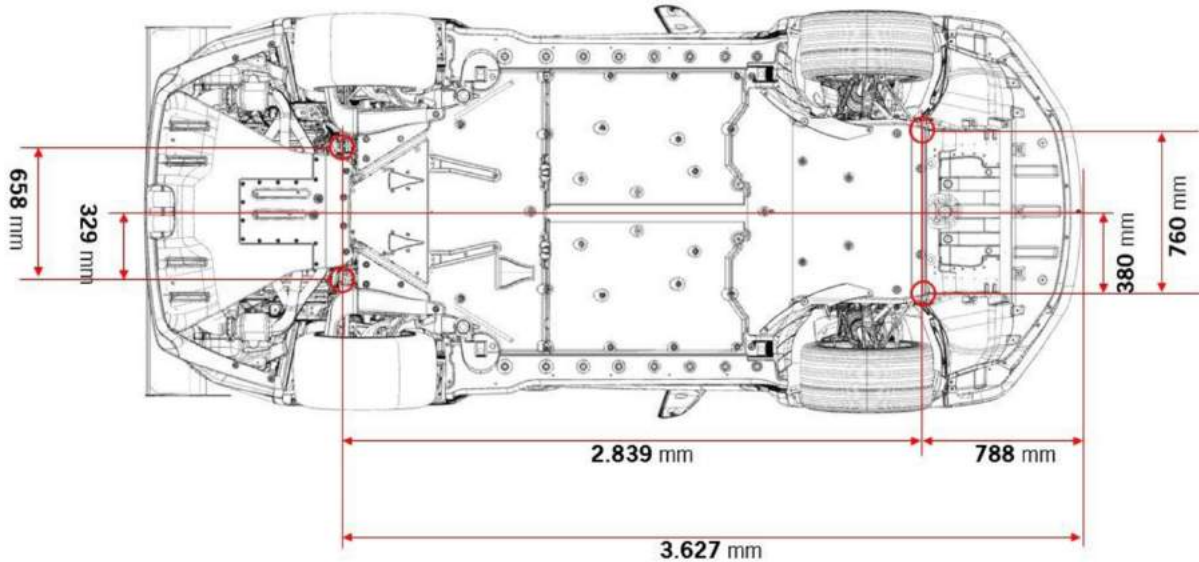
### Attachment 4 – Differential lock ramp breakover angle, for Porsche 911 GT3 Cup cars only:



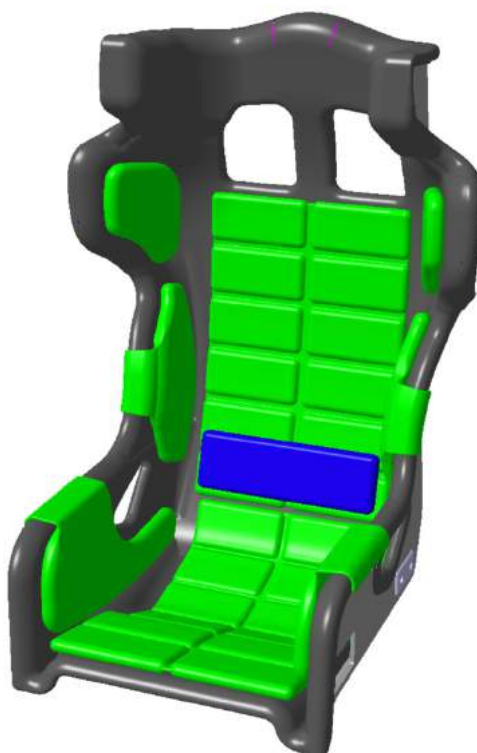


**Attachment 5 – Ride height measuring points, for Porsche 911 GT3 Cup cars only:**

**Positionen Fahrhöhenmesspunkte/ ride height measuring positions**



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

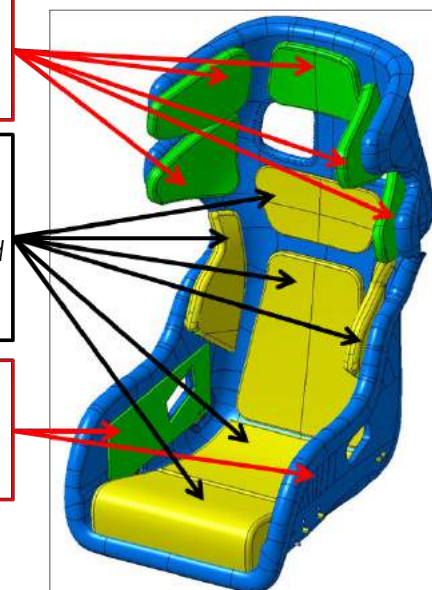


**For Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Homologationsrelevant: 5x Polster dürfen nicht verändert, weggelassen oder aufgepolstert werden, erhältlich in drei Größen  
Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Nicht Homologationsrelevant: 6x Polster dürfen verändert, weggelassen oder aufgepolstert sowie durch geschäumten Sitzeinsatz ersetzt werden, erhältlich in drei Größen  
Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologationsrelevant: 2x Polster dürfen nicht verändert oder weggelassen werden, Aufpolsterung erlaubt  
Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed



**Attachment 7 – Accident Data Recorder (ADR), for Porsche 911 GT3 Cup cars only:**

All participating cars in the series shall be fitted with an ADR to be provided and installed by the Series Organiser. The ADR must not be tampered with at any time, nor removed from the car without prior approval from the Series Organiser. The following instructions must be followed by every competitor:

The ADR is mounted to a bespoke bracket by three screws. The bracket itself is mounted via riveted nuts and oval-head screws towards the rear of the body-shell's centre tunnel, as depicted in the images to the left. The position of the ADR installation in the car must not be altered under any circumstances.

Under normal operating conditions, the 'Power' LED will be illuminated green.

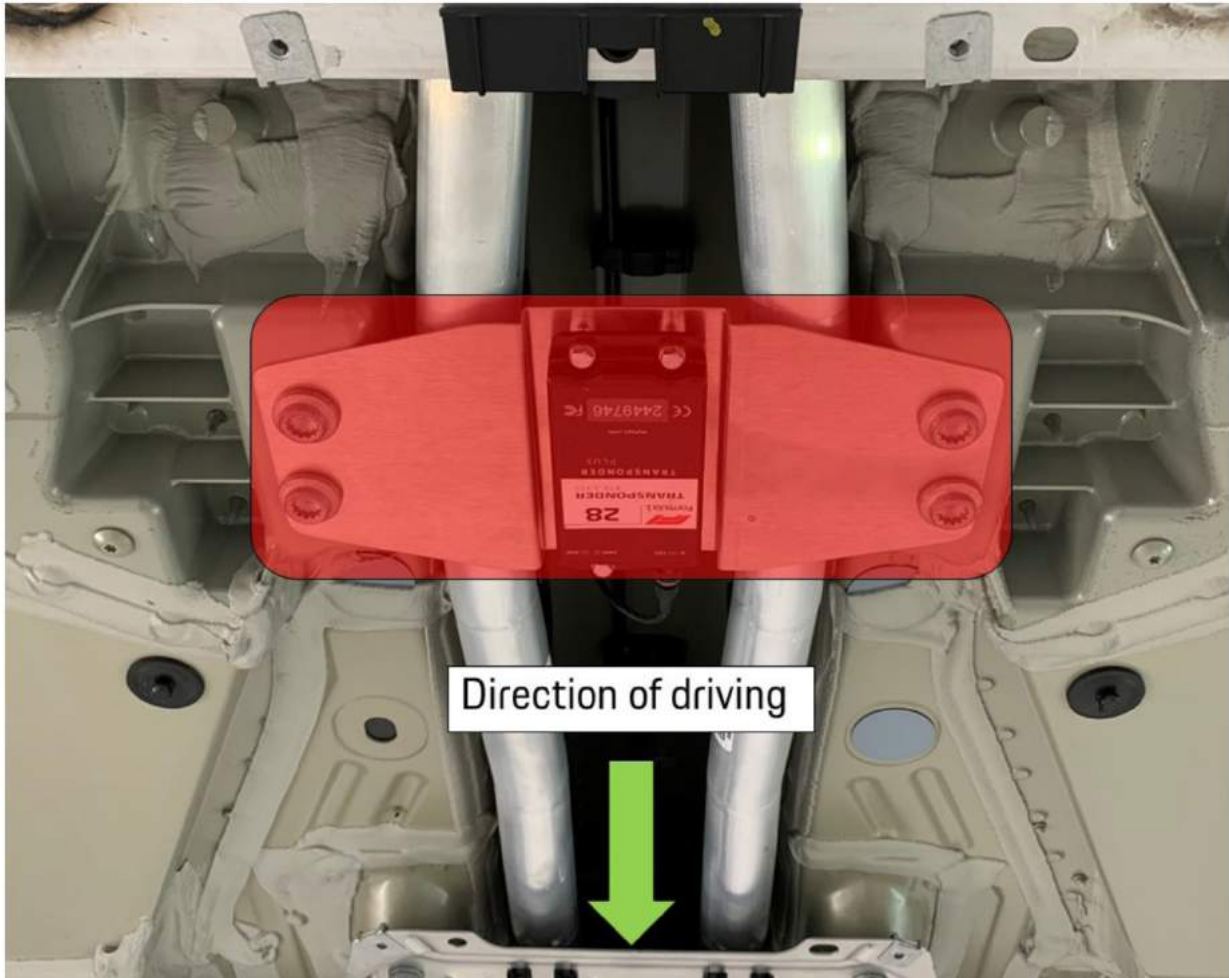
If the 'Status' LED is blinking red, the 'Data' LED is illuminated blue or the 'Power' LED is not illuminated, the Technical Scrutineers must be informed immediately.





**Attachment 8 – Timing Transponder Position, for Porsche 911 GT3 Cup cars only:**

The transponder must be located in the centre tunnel underneath the car covered by the central underbody panel. It is only permitted to be mounted with the bracket supplied by the Series Organise



**Attachment 9 – Bump Stop FA, for Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

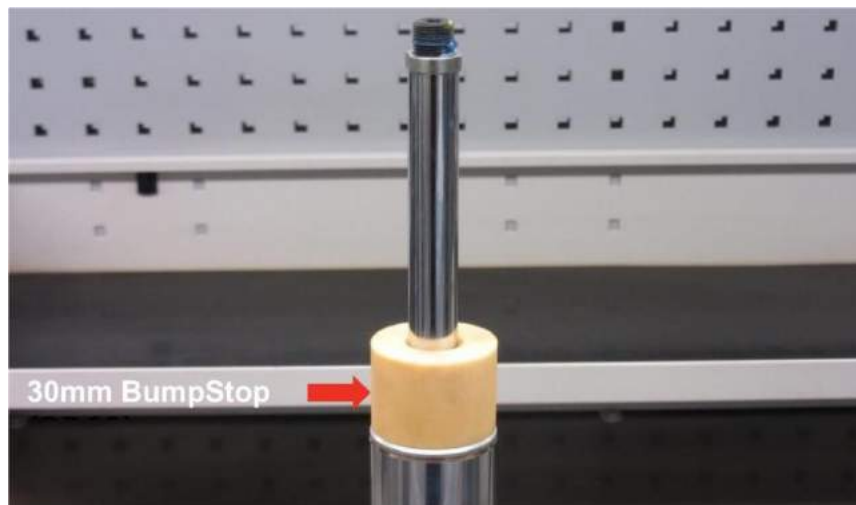
Damper FA left „Trophy Spec“

P.-Nr. MTH343045

Damper RA right „Trophy Spec“

P.-Nr.MTH343046

P.-Nr.: 652 10 488



**Attachment 10 – Bump Stop RA, for Porsche Cayman GT4 Clubsport (type 982 and 981) vehicles only:**

Damper RA left/right „Trophy Spec“

P.-Nr.:MTH333051

Packer / Bump-Stop Kit





P.-Nr.: MTH072300

