

Attachment 13 – Special Technical Requirements MY 2013 - 2016 cars regulations.

Part 2: Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

The Porsche Carrera Cup Scandinavia is a one-make Series with two different group/class classifications (Porsche 911 GT3 Cup Type 991 II & Porsche 911 GT3 Cup Type 991 I Approved, MY 2013-2016).

1.2 Principles of the Technical Regulations

In accordance with:

- ☒ Art. 251 and 277 (group EII-SH) of Appendix J (FIA ISC)
- ☒ General provisions, definitions and clarifications with regard to technical regulations
- ☒ These Technical Regulations
- ☒ Technical manuals of the eligible vehicles
- ☒ Technical information of Porsche AG
- ☒ Software information of Porsche AG
- ☒ Spare parts catalogues of the eligible vehicles

National regulations of the SBF deviating from the FIA safety regulations are not valid for series and events with the status international. The safety regulations according to article 1.11 of these regulations apply.

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

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by 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 Porsche AG. Any requirements may be varied for any specific competition by means of a Race Director's Bulletin issued at that event.

1.3 General/Preamble

Everything that is not expressly permitted by these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations.

1.4 Driver equipment

Driver equipment must be worn 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 to immediately rectify any error or omission.

1.4.1 Frontal head restraint system (FHR; as HANS or comparable system)

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

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the 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 without an electric pump may be used. Prior to installation it has to be approved by the Technical Scrutineers.

1.4.3 Cooling system

A cooling system with cooling vest may be used. Prior to installation it must be approved by the Technical Scrutineers and. The installation according to the manufacturer's instructions is the sole responsibility of the participant.

1.5 General regulations

1.5.1 Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements 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 accordance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

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

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

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

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

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

1.6 Minimum weights and ballast

The minimum weight of a vehicle will be announced by Race Director Bulletin at the end of Technical Scrutineering of the first event. The minimum weight of a vehicle consists of:

- the weight of the car with empty fuel tank;
- the weight of the inboard camera (surveillance camera and/or official TV camera), the radio system assigned by the Series Organiser or the weight of the respective substitute ballast;
- the installed additional weights (excluding driver equalisation weight).

1.6.1 Ballast

The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Attachment 4. The components of the ballast weights are identified by spare part numbers (part numbers: 997.504.848.00 / 997.504.848.01 / 997.504.848.02 or 991.504.848.00 / 991.504.848.01 / 991.504.848.02).

1.6.2 Base plate auxiliary weight

In addition to the original part, base plates with part numbers 991.504.847.7B / 991.504.847.7A and 991.504.847.9B are permitted to be used. If the base plate does not contain the necessary holes for the mounting positions as indicated in this Regulations Bulletin, 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 this Regulations Bulletin.

1.6.3 Minimum vehicle weight

The minimum weight of the cars is 1235 kg and consists of:

- the weight of the vehicle with empty fuel tank;
- the weight of the inboard camera including the weight of the respective substitute ballast;
- the weight of the inboard camera (surveillance camera and/or official TV camera), the radio system assigned by the Series Organiser or the weight of the respective substitute ballast;
- the installed additional weights (excluding driver equalisation weight).

1.6.4 Minimum driver weight

The minimum weight of the driver is 85 kg and consists of:

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

If the actual weight of the driver is less than 85 kg, the equalisation weight in the form of original Porsche ballast plates (part numbers: 997.504.848.00/997.504.848.01/997.504.848.02 or 991.504.848.00 / 991.504.848.01 / 991.504.848.02) must be fixed on the passenger side in the defined location.

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

1.6.5 Determining the total weight of vehicle and driver

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

If the car and driver (together with all driver equipment) are weighed in combination the minimum weight consists of the particular sums of the minimum weights specified above.

If the car and the driver (together with all driver equipment) are weighed separately on the official scale, the two weights plus 2.0 kg of weighing tolerance for the car and 0.5 kg of weighing tolerance for the driver weight shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

Prior to weighing a car, the Technical Scrutineers shall remove the remaining fuel from the fuel tank, after taking a fuel sample according to SBF fuel sample regulations.

1.6.6 Weight changes during qualifying and race

During any qualifying session and race, the weight of the car 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 car or the driver.

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

Competitors have the opportunity to check the weight of their 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 weighing, each driver must wear his complete driver apparel as set out in Appendix L, Chapter III of the ISC, plus the mandatory head restraint system.

1.6.9 Weighing of cars

The weighing procedure of cars and drivers is conducted in accordance with the current SBF policy for the weighing of cars.

The cars are weighed as follows:

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

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

1.6.10 Leaving the weighing area

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

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

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

1.6.12 Determining the driver weights

After every free practice, qualifying and race, all drivers must go immediately and within 20 minutes of the end of the session (unless amended in the Drivers' Briefing notes) on a direct route from the Paddock/Parc Fermé to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers who do not go directly to the weighing area to be weighed will be reported to the Race Director of the Event. The Race Director of the Event will take the final decision regarding a punishment.

The drivers will be weighed individually and will receive a weighing report on the determined weight. Any appeal against the observed weight must be immediately submitted in writing to the Technical Scrutineers after receiving the report.

1.6.13 Replacement and loss of car parts

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

instead of the replaced parts.

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

1.6.14 Parc Fermé rules for vehicle weighing

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

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 and the driver (including driver equipment) will immediately be weighed together for a second and a third time on the same scales and in the same condition after the same session and with the same measuring method (car and driver together or separated).

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

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

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

1.6.16 Bringing the car to the weighing area

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

1.6.17 Regulations on the route to and in the weighing area

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

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 the parts that should be replaced prior to the car being weighed.

1.8 Emissions regulations

The car must be equipped with a catalytic converter as supplied by Porsche AG and in accordance with the SBF exhaust gas emission regulations.

1.9 Noise regulations

The maximum permitted noise limits are 95 dB LAF measured in compliance with the SBF TR 4 regulations. This noise level will be determined in compliance with the SBF pass-by measuring method (mandatory for all circuit events).

Circuits permitting higher noise limits, the Sporting Committee of PCCS can nominate to use, the PM1SC exhaust system, with a bulletin confirming specification part numbers and weight for each event.

1.10 Advertising and partnerships

The current FIA/SBF/Porsche Sweden prescriptions for competition numbers and for advertising on the driver's equipment/on the race car must be respected. The provisions set out under Article 16 of Part 1 Sporting Regulations also apply.

Under consideration of the FIA/SBF prescriptions for starting numbers and advertising on the cars, the following advertising is compulsory on the race vehicles (see Attachment 3):

The advertising decals, logos, driver name and competition numbers as specified by the Series Organiser, must be affixed to all competing cars during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "2020 Sticker Regulations". The sticker regulations are agreed on with the SBF.

The "2020 Sticker Regulations" are part of these Regulations (see Attachment 3). 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 colouring. The mirror colours used to identify the vehicles are to be retained for the entire season.

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

The driver's names and starting numbers must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series organizer and notification is given in the 'Sticker Regulations 2019' (Attachment 3).

The team (competitor) is responsible for ensuring that the stickers on the entered cars comply with the applicable legal regulations.

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

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

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

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

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

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

Contravention of any of this 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 Race Director of the Event.

Porsche Sweden reserves the right to reject potential partners/sponsors without specifying any reasons.

The team (the applicant) bears responsibility that the car stickers of the registered cars are in accordance with the effective legal regulations.

The Series Organiser and the sponsors of the Porsche Carrera Cup Scandinavia receive all rights for the promotional use of sporting successes without paying separate fees.

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.

- ☒ Article 277 (Group EII-SH)

All on-board fire extinguisher safety pins must be withdrawn from the moment a car leaves its team area to travel to the pre-start area for each session and must not be reinstalled until the car is returned to the team area after the session.

1.12 Fuel type and single fuel

1.12.1 The following single fuel must be used:

A single supplier of fuel (Aspen Racing 102) for the championship, designated by Porsche Sweden, is Lantmännen Aspen Petroleum AB.

Details of the specification, purchase, distribution, etc. can be obtained from Sonny Bäck, Aspen-Porsche Carrera Cup Coordinator. Tel. +46 (0) 301-230012, E-mail: sonny.back@lantmannen.com.

This is the only fuel allowed to be used by competitors during the course of the championship. No alterations to the composition of this fuel and no additional substances of any type are permitted to be made to the fuel as supplied. Purchase of the fuel is the responsibility of the competitor.

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 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 must be taken prior to defueling the car.

1.12.3 Refuelling, Refuelling installations and control

From 01.01.2021 it is mandatory to use a closed-circuit fuelling system.

All additives are prohibited. Fuelling and refuelling of the vehicles during free practice, qualifying and the race is forbidden. All chemical changes to the fuel are forbidden.

Throughout the 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 permitted to be less than the lowest outdoor air temperature as posted on the notice board.

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

in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fuelling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed. The fuel will only be supplied in drums and may only be added and removed from the drums with the same closed-circuit fuelling system specified using a suction pipe.

Should there be any circumstances where a team is unable to use the closed-circuit fuelling system, then any fuel operations must be performed outside the team tent in a fenced and gated area of at least 5m in each direction of the car. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). The car and all equipment must be grounded to earth properly and at least two 6kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers with stand-by personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, competitors, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the team (entrant) to ensure that such persons are excluded from the area.

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

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" 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 cars with the designation Porsche 911 GT3 Cup (Type 991), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Series. Only cars of model year 2016, 2015 and 2014 (see following general car description) are permitted.

General car description

Porsche 911 GT3 Cup (type 991 I), MY 2016.

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

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

Important Information

Certain special parts used in the 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Motorsport Parts Sales Department at Mtech Workshop AB.

Mtech Workshop AB
Industrivägen 21
151 38 Södertälje
Sweden

Contact: Roger Axelsson

Mobile: +46 (0)702 930 911

Tel: +46 (0)8 550 39 997

E-mail: roger.axelsson@carreracup.se

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

In addition to the Technical Regulations forming Part 2 in the Series Regulations, the following specific Technical Regulations are applicable.

2.2 Engine

2.2.1 General description

- | | |
|---------------|--|
| Engine | <ul style="list-style-type: none">▪ Aluminium six-cylinder rear-mounted boxer engine▪ Sealed▪ 3,800 cm³; stroke 76.4 mm; bore 102.7 mm▪ Max. power: 338 kW (460 hp) at 7,500 rpm▪ Max. rpm: 8,500 rpm▪ Single-mass flywheel▪ Water cooling with heat management for engine and gearbox▪ Four valves per cylinder▪ Sequential multi-point fuel injection |
|---------------|--|

- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centred exhaust pipe
- Electronic acceleration pedal

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

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

Engines can be called in at the instructions of the Race Director.

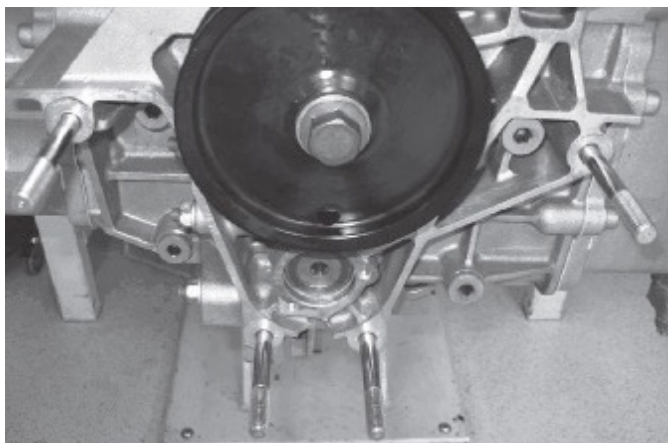
Before the engines are delivered and refitted, a new seal will be affixed by Technical Scrutineers at Porsche AG.

The original screws for fastening the exhaust system in place may be replaced by stud bolts and hexagon nuts.

Therefore, only the following parts are allowed to be used:

4 x stud bolts M10X70 8.8	part number: 999.062.170.02
4 x nuts M10	part number: 900.377.011.01

The implementation of this modification has to comply with the photo below.



2.2.2. Engine electronic control units

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

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

2.2.3 Exhaust system

See General car description (item 2.2).

2.3 Power Transmission (gearbox/differential lock)

2.3.1 General description

- Porsche six-speed sequential dog-type gearbox
- Gear ratios:

– Ring & pinion gear	14/22	i = 1.571
– Final drive	17/41	i = 2.412
– 1 st gear	13/41	i = 3.154
– 2 nd gear	17/40	i = 2.353
– 3 rd gear	19/36	i = 1.895
– 4 th gear	19/29	i = 1.526
– 5 th gear	24/30	i = 1.250
– 6 th gear	34/35	i = 1.029
- Internal pressure-oil lubrication with active oil cooling
- Limited slip differential
- Triple-disc sintered metal race clutch
- Pneumatic paddle shift system

2.3.2 Ramp breakover angle

The ramp angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Attachment 5). The number of friction plates and the assembly order shall correspond to the image shown in Attachment 5 and must not be changed

The installed friction discs must comply with the version shown in Attachment 5 for model year 2015 (discs with internal splines coated, discs with external splines made of steel).

2.3.3 Transmission emergency function

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

Gearbox emergency operation function

After the gearbox emergency operation function has been switched on by the driver, the vehicle must be brought back to the pit lane immediately. The vehicle may only leave the pit lane after this function has been deactivated.

2.4 Brakes

Only vehicles with the following brake calipers are permitted:

Part numbers:

FL: 991.351.427.8A

FR: 991.351.428.8A

RL: 991.352.427.8A

RR: 991.352.428.8A

2.4.1 General description

Brake system 2 independent brake circuits for front and rear axle, adjustable by the driver via brake balance system

Front axle:

- Aluminium six-piston racing calipers in monobloc design
- Multipiece steel brake discs; internally vented and slotted, 380 mm diameter,
- Racing brake pads
- Optimized ventilation routing

Rear axle:

- Aluminium four-piston racing calipers in monobloc design
- Multipiece steel brake discs; internally vented and slotted, 380 mm diameter,
- Racing brake pads
- Optimized ventilation routing

Only standard master brake cylinders are permitted for the 2 brake circuits on the

- Front axle: (diameter: 17.8 mm, part number: 991.355.170.8C or 991.355.170.8E) and
- Rear axle: (diameter: 17.8 mm, part number: 991.355.170.8C or 991.355.170.8E).

Front axle:

- Aluminium 6-piston fixed callipers, one piece
- Internally vented brake discs, diameter = 380 mm, 32 mm thick,
- part number: FL: 991.351.105.8A
FR: 991.351.106.8A
- Racing brake pads, part number: 991.351.942.8A

Rear axle:

- Aluminium 4-piston fixed callipers, one piece
- Internally vented brake discs, diameter = 380 mm, 30 mm thick,
- part number: RL: 991.352.107.8A
RR: 991.352.108.8A
- Racing brake pads, part number: 991.352.942.8A

A knock-back spring must be installed in each case under each brake piston of all brake callipers. External thermal or chemical treatment of these springs is prohibited.

Only the following parts are allowed to be used:

Part number:

Front axle: 991.351.963.8A

Rear axle: 991.352.963.8A

The use of any system working like an ABS system is strictly prohibited. For easier handling and more versatile use of the cars beside the Porsche Carrera Cup Scandinavia, it is allowed have the following parts of the ABS system offered by Manthey Racing still in the car during the official race events of the Porsche Carrera Cup Scandinavia, as long as all components are fitted complying with the official Manthey Racing mounting instructions:

- MTH355205: main cable loom ABS system Cup 991 II
- MTH355210: rear cable loom ABS system Cup 991 II
- MTH355220: multi position rotational switch ABS system Cup 991 II (centre console)
- MTH355225: dummy block ABS system Cup 991 II
- MTH355063: MBC1 replacement brake line
- MTH355062: MBC2 replacement brake line

The complete brake lines and all connections must remain original at all times during a race event of the Series. At the Series Organiser's discretion and when being asked, every competitor must remove also the permitted components.

2.5 Steering (steering wheel/hub extension)

The position of the steering rack on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm [991.341.613.8A].

Only one hub extension providing 20mm extension that is of the original Porsche Part number 997.347.287.90 is allowed.

The steering line 991.347.775.8A of the steering rack must be supported with a damping element 8K0.611.797.E as shown in the picture.



2.6 Wheel Suspension

2.6.1 General description front axle

Suspension

Front axle:

- McPherson suspension strut, adjustable in height, wheel camber and track
- Forged strut:
- Optimized stiffness
- Double shear tie rod connection
- Heavy-duty spherical bearings
- Wheel hub with centre lock
- Racing shock absorbers, non-adjustable
- Forged supporting mount
- Double-blade-type anti-roll bar
- Electrohydraulic power steering

2.6.2 General description rear axle

- Multilink rear suspension, adjustable in height, wheel camber and track
- Forged strut:
- Optimised stiffness
- Double shear tie rod connection
- Heavy-duty spherical bearings
- Wheel hub with centre lock
- Racing shock absorbers, non-adjustable
- Forged supporting mount
- Double-blade-type anti-roll bar

The suspension is allowed to be modified within the scope of the specified setting range. All genuine parts must be retained. The max. permissible combined thicknesses of the spacer washers in the front and rear axle control arms are:

- Front axle: 18 mm
- Rear axle: 15 mm

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms can be announced by Race Directors' bulletin at any time before or during any event.

The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 7).

The wheelbase on the left and right sides of the vehicle must be 2.456 mm +/- 15 mm.

The measuring points are the centres of the wheel hubs.

2.6.3 Anti-roll bars

The anti-roll bars are only allowed to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are allowed to be used.

Shims are allowed to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles.

These are available in the following versions:

1 mm with the spare part number 991.343.761.8A

2 mm with the spare part number 991.343.761.8B

The overall axial clearance must not be less than 0,2 mm.

2.6.4 Shock absorbers/springs

Only the factory-installed type Sachs shock absorbers and H&R chassis springs in their original condition are permitted to be used. The following number is stamped on the bump stops of the rear vibration dampers: 0049 5111 0 250. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

Part numbers:

- Vibration damper
 - Front: 991.343.045.8D
 - Rear: 991.333.051.8A

- Bump stop
 - Front: 991.343.677.8A
 - Rear: 991.333.677.8A

- Main spring
 - Front (240 N/mm): 991.343.531.8C
 - Rear (260 N/mm): 991.333.531.8C

- Helper spring
 - Front (75/60/45): 996.343.537.90
 - Rear (80/60/60): 997.333.537.90

The rear axle rebound stop must be increased. Therefore, the spacer ring of the suspension strut with the part number 991.333.468.8A must be replaced by the thicker spacer ring with the part number 991.333.468.8B.

Tie rods

The replacement of the inner Torx screw with part number: 999.073.252.09 by an external hex screw with part number: 900.378.030.01 is not subject to any restrictions.

2.7 Wheels (flange + rim) and tyres

2.7.1. General description

- Front axle:

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

10.5J x 18 ET 28

Treaded Michelin transportation tires; tire size: 27/65-18

- Rear axle:

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

12J x 18 ET 53

Treaded Michelin transportation tires; tire size: 31/71-18

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 valve caps mentioned in the respective spare parts catalogue is permitted and strictly enforced for all races.

The rims are allowed to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

2.7.3 Tyres

Porsche Sweden's specified single tyre supplier for the Championship is Michelin (dry and wet tyres). Only tyres approved and marked by Porsche Sweden, delivered by the specified tyre-supplier Däckproffsen in Växjö are approved for use during this championship, for practice, qualifying, warm-up and races. All new tyres which the competitor intends to use during an event, must be collected from the specified supplier in conjunction with that event.

Only the version of Michelin tyres with the following specification approved for the Series races may be used for the duration of the events:

- Slick tyres
Front: 27/65 R 18 Porsche Cup N2#
Rear: 31/71 R 18 Porsche Cup N2
- Wet tyres
Front: 27/65 R 18 P2L
Rear: 31/71 R 18 P2L

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

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

2.7.4 Route to and from the pit lane

The route to and from the pit lane for the official free practice test may be taken on rain tyres. The route to and from the pit lane for the qualifying session may be taken on marked rain tyres.

2.7.5 Tyre marking

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

At each event, and for the duration of each event, a maximum number of sets of slick tyres for the front axle and rear axle of each vehicle can be marked by the Technical scrutineers at a specific time as per the table in Attachment 12 (a set of tyres is defined as two front and two rear tyres.) This is valid for events with one as well as two classification rounds. The point of time for tyre marking and release is published in the Internal Event Schedule (e.g. tyre marking, slick tyres, tyre marking rain tyres, tyre pick-up).

Additionally, at every event the maximum number of sets of rain tyres for the front axle and rear axle of each car can be marked by the Technical Scrutineers at a specific time as per the table in Attachment 12. Rain tyres that were marked in a previous Porsche Carrera Cup Scandinavia event may be presented again for marking. Rain tyres must be prepared and ready at the start of the rain tyre marking session (see respective Internal Event Schedule) in the respective team awnings. Furthermore, the competition numbers must be displayed on the tyres clearly.

2.7.6 Ordering of tyres

The tyres for the relevant event must be ordered from Michelin (Däckproffsen) in good time - at least ten working days before the Competition (= set-up day) of the race event - using the official order form.

2.7.7 Free practice

For free practice only slick tyres as per the table in Attachment 12 must be used, except for free practice at Drivecenter Arena and Falkenberg Motorbana, where each competitor is allowed to use one set of joker's tyres, only to be used at these two events.

2.7.8 Qualifying and Race

Only the tyres marked for the relevant event are permitted to be used for the respective qualifying and race (slick and rain tyres); as per the table in Attachment 12. Only correspondingly marked tyres are permitted to be taken into the pit lane for qualifying and the race of the respective event. For the avoidance of doubt, slick tyres marked before free practice (where this is provided for) or used during free practice may not be brought into the pit lane for, or used during, qualifying or the race.

2.7.9 Guest drivers

At the first event for Guest Drivers with a competition number which is the first time the particular competition number is entered into the 2020 season of the Porsche Carrera Cup Scandinavia., the tyres rules as per the table in Attachment 12 will apply.

2.7.10 Non-Permanent Drivers

N/A

2.7.11 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.

2.7.12 Tyre damage

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

If more than one tyre needs to be replaced throughout the duration of an event, the relevant car/driver will start from the last position on the starting grid (means only the replacement of one single tyre is permitted throughout a complete race weekend without a penalty). The Race Director will make the final decision regarding the imposition of the penalty. The cars that qualified behind the respective penalised driver will move up the grid by one position. If several cars are subject to the above rule, the corresponding cars/drivers will be lined up at the back of the starting grid in the order of their qualifying results. This applies for slick as well as rain tyres.

2.7.13 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 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 it is forbidden to cover the approved tyres. This applies for slick as well as rain tyres.

2.7.14 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 entrants 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 allowed to be used that is not listed on a signed tyre log that has been handed over to the Technical Scrutineers before the respective session.

2.8 Bodywork and dimensions

2.8.1 General description

Body	▪ Lightweight bodywork with smart aluminium-steel composite construction
	▪ Welded-in roll cage, In compliance with FIA Homologation Regulations for safety cages
	▪ Front bonnet with two air inlets for cockpit ventilation and quick fasteners
	▪ Removable roof section
	▪ Rescue bar analogue DTM system
	▪ Modified and widened 911 GT3 fenders
	▪ Modified rear wheel arches
	▪ Modified and widened 911 GT3 front-end with spoiler lip
	▪ Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations
	Regulations
	▪ Lightweight exterior:
	▪ CRP doors with sport-design rear-view mirrors
	▪ CRP rear engine lid with quick fasteners
	▪ CRP rear wing; adjustable
	▪ PC windows and rear side windows with ventilation openings
	▪ PC rear window
	▪ Underbody tray with air routing for brake and driveshaft cooling in the rear
	▪ Modified 911 cockpit:
	▪ Magnesium subframe in light weight design
	▪ Ergonomic driver-oriented centre console
	▪ Switch mask with fluorescent lettering
	▪ Steering wheel with quick release coupling, control panel and shift paddles
	▪ Race bucket seat with longitudinal adjustment;

- Homologated to latest FIA requirements
- Individual padding system
- Six-point seat belt
- 100-liter fuel cell (FT3 safety fuel cell)
- Built-in air jack system (three legs)
- Water-based paint
- Exterior: white C9A
- Interior: white filler-coat, no clear-coat finish

2.8.2 Overall vehicle dimensions and overhangs.

Measurements	▪ Overall length:	4,547 mm
	▪ Overall width:	1,851 mm
	▪ Overall height:	1,280 mm
	▪ Wheelbase:	2,458 mm*

The overall length of the car is 4,547 mm $\pm$ 10 mm.

The front overhang is 1,043 mm $\pm$ 10 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, front lip included).

The rear overhang is 1,045 mm $\pm$ 10 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, rear wing excluded).

2.8.3 External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

Underbody covers

Only front underbody covers 991.504.601.8B and 991.504.601.8A or succeeding part numbers are allowed to be used.

2.8.4 Windscreen

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are permitted to be used, as well as windscreens of the Porsche 911 GT3 streetcar with part number 9P1.845.011 and any index thereof (e.g. 9P1.845.011.B). Original Porsche windscreens are identified by an imprinted symbol as shown in attachment 11.

Heated windscreens with part number 991.541.111.8B are permitted. The windscreen is permitted to be connected to the electrical system of the car and the heating function is permitted to be used.

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

2.8.5 Side and rear windows

Only the genuine Porsche 911 GT3 Cup side and rear windows in their -original version are permissible.

Additionally, the rear window must remain fixed with the original type of fixing at all times.

Only the genuine Porsche 911 GT3 Cup side and rear windows (in accordance with ISC of the FIA, Appendix J) in their -original version are permissible.

Part numbers:

Door window

L: 991.542.511.8E

R: 991.542.512.8C

Rear side window

L: 991.543.511.8F

R: 991.543.512.8F

Rear window

991.545.111.8A

2.8.6 Cockpit

Seat

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 9. Only the substitution of original unmodified padding by another original unmodified padding in a different size is permitted.

Upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in Attachment 9) is permitted, as long as the original padding is not modified or removed.

The areas shown in yellow colour on the illustration of Attachment 9 may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm). A foamed seat inserts, 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 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.

The dimension of the NACA-intake port on the driver's side is allowed to be changed by taping.

Safety nets

Additionally, every car must be equipped with the after-sales safety nets as specified in the valid spare parts catalogue and mounted complying with the Porsche AG mounting instructions

2.8.7 Additional roof hatch accessories

The car has an opening in the roof in order to make using the KED System easier should it become necessary to rescue the driver.

The roof hatch is located above the driver and has opening dimensions of 420 x 420 mm.

The roof hatch is attached to the roof via 4 live locks.

2.8.8 Ground clearance of vehicle

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

For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 78,0 mm and the clearance at the rear axle a minimum of 100,0 mm. The measuring points (see Attachment 8) at the front axle are the mounting bolts (M12 x 105) 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 allowed to be changed within the existing adjustment range.

The following applies for vehicles of MY 2013: For the purpose of setting the measuring point on the front axle, the washer with part number: 991.341.641.8A of exactly 10 mm in thickness must be removed at the measuring point (in accordance with Attachment 8). The previously used bolts for securing the front axle carrier (height measuring point) must be replaced with bolts with the part number: 999.072.864.01 (M12 x 105). This results in the minimum ground clearance at the front axle of 78 mm. The front -underbody must be cut out in the area of the height measuring points in accordance with the picture in Attachment 8.

2.8.9 Measurement 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 vehicle including the driver onboard, standing on the measuring plate. If the measuring gauges can be moved under

the measuring points described above, this confirms compliance with the minimum height requirement. Any measuring tolerances will be taken into account by the Technical Scrutineers. The Technical Scrutineers can also use instruments such as calipers or a depth gauge to determine the vehicle ride height instead of a gauge.

2.8.10 Measurement location

The measurement is conducted on the measurement 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.

2.8.11 Failure to reach minimum height

Failure to reach the minimum height during the qualifying session will 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 exclusion from the points classification for the race.

e) Fixation pre-silencer

Changes to the body to fix the pre-silencer (cutting of insulation and rivet bolt) are permitted as under Attachment 15.

2.9 Aerodynamic devices

The original position of the wing section may be changed within the specified scope for adjustment.

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

Furthermore, entrants are allowed 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.

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 Race Director.

Masking the central cooler in horizontal line to regulate the water temperature of the engine is allowed. Taping of the side radiators for additional control of the coolant temperature is only permitted if the centre radiator has already been completely taped. The taping must be in black. The taping over of slots in the bodywork and openings is not allowed.

2.10 Electrical equipment

General description

- | | |
|------------------|---|
| Electrics | <ul style="list-style-type: none">▪ COSWORTH colour display ICD▪ COSWORTH electrical system control unit IPS32 |
|------------------|---|

- Electronic throttle system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 70 Ah (AGM), leakproof, placed in the passenger footwell
- Alternator 150 A
- Fan in light weight design
- Weight optimized fan
- Wiper with direct drive
- Lighting system:
- Bi-xenon headlight
- LED daytime running light
- LED rear lighting system and rain light

- Options (not included in scope of delivery)
- Brake- and steering-wheel sensors
 - Memory extension COSWORTH ICD 128 MB
 - Bosch MSA-Box

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.

From the time 'Start of pre-start' up to the end of the Parc Fermé during qualifying and racing, only the Series organiser and personnel nominated by the Series organizer are allowed to connect laptops/computers to the vehicles.

Any breach of this regulation may result in the vehicle being excluded from qualifying or racing.

2.11 Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup vehicles of model year 2016 is allowed to be installed.

Additionally, to the original fuel system, every car may be equipped with the after-sales defueling appliance consisting of the following parts:

- | | |
|-----------------------|----------------|
| - breakaway coupling: | 2x 9971101918C |
| - sealing washer: | 2x 9912018839A |
| - support washer: | 2x WHT004800 |
| - adapter piece: | 1x 9F0201156 |
| - drain hose: | 1x 9F0201627 |
| - clamp: | 1x 90017101401 |

The running of the car using the service position of the fuel pumps is prohibited, unless there is a technical issue with the system. The system may not be used with any of the pumps switched to service position for more than one lap.

2.12 Lubrication system

Lubricants

- **Engine:**
Mobil 1 0W-40 engine oil is compulsory. All additives are prohibited.
- **Transmission:**
Mobilube 1 SHC 75W-90 transmission oil is compulsory. All additives are prohibited. There has to be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

2.13 Data transfer

The use of radio-based information transmission in the vehicle (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.

2.13.1 Radio system

The use of the radio system is allowed according to the Tävlingsreglemente SBF Mästerskapsracing 2020 paragraph 3.3. The use of any other radio-based information transmission (e.g. telemetry) is forbidden.

Correct installation of the vehicle radio must be approved by the Technical Scrutineers, the only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality.

2.13.2 Data recording

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

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

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

2.13.3 Accident Data Recorder (ADR):

N/A

2.13.4 Timing transponder

A permanent MyLaps timing transponder mounted in the right front wheel arch according to Attachment 10 is compulsory.

2.13.5 Video logging system:

It is mandatory to have a "Cosworth aliveDRIVE-S" videologgingsystem fitted to the vehicle for all rounds in the Series.

All installations need to be done according to descriptions from the PCCS organization and must be inspected by Technical Scrutineering before use.

The driver/team are responsible that the corresponding USB memory stick is attached and recording and that the correct "carinfo.json" and "map.gpx" files are the only files stored on the USB memory stick before each session starts.

Above mentioned files will be provided by the Series Organisation/Series Committee at every race weekend. Recordings are under parc fermé regulation after all sessions and can only be accessed earlier by direction of Race Director or the Series Organisation/Series Committee.

2.13.6 Other radio-based or electronic devices

The use of any other electronic devices in the vehicle (e.g. telemetry, mobile phones) is prohibited.

2.14 Miscellaneous

2.14.1 Seals

The following seals are affixed at the works:

Engine:

Valve cover, left (1x)

Valve cover, right (1x)

Oil pump, left (1x)

Timing gear cover, right (1x)

Motronic control unit: connection for electronic control unit wiring loom (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 excluded from the event.

If one of the seals on the engine electronic 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. Before the unit is resealed, the chronology of the work carried out must be submitted to the Technical Scrutineers. 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 the closure of the "Parc Fermé".

2.14.2 Cameras

Only in-board or on-board cameras which have been approved by the Series Organiser 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 in the respective car at the defined place according to the Porsche Sweden standards. Installation shall take place in the team's working awning by trained personnel of the Series Organiser staff.

The memory cards can only be removed from the cameras by the personnel nominated by the Series Organiser. Any breach of this regulation, or any other unauthorised interference with the camera system can result in the competitor and driver being disqualified from the competition.

The image rights and copyright belong exclusively to Porsche Sweden.

2.14.3 Notes

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 rules (in consultation with the SBF).

Part 3: Attachments/Drawings

Attachment 1 – Technical Modifications of 911 GT3 Cup (Type 991) MY 2013, MY 2014 & MY 2015 for use in the Porsche Carrera Cup Scandinavia 2019

Required technical modifications on cars model year/version 2013

1. Automatic fuel cut-off valve

The fuel system must be supplemented by the automatic fuel cut-off valve (part number: 991.201.321.8A) and the adapter (part number: 991.201.581.8A) necessary for installation as well as the front fuel line (part number: 991.201.295.8D).

2. Transmission support

The transmission support must be replaced by the current MY 2014 version with the following part scope:

1 x	991.375.137.9B	Transmission bracket
2 x	999.507.075.40	Clip 4.0–12.0
2 x	900.378.332.01	Hexalobular bolt M8x16
4 x	900.377.011.01	Hexagon nut M10
1 x	991.375.114.03	Longitudinal reinforcement
1 x	900.385.164.01	Hexalobular bolt M12x1.5X140
1 x	999.086.009.02	Hexalobular nut M12x1.5
1 x	999.072.083.01	Hexagon bolt M10x58

3. Tie rod

The tie rod must be replaced on both sides by the current, longer version (part number: 991.341.031.8C).

4. Rear-axle cross member

The rear-axle cross member must be replaced by the latest cast aluminium version (part number: 991.331.261.8C).

5. Brake pads at front and rear

The brake pads must be replaced by the new pads of the 'Sprint' type both at the front (part number: 991.351.942.8A) and at the rear (991.352.942.8A).

6. Mirrors

The exterior mirrors must be replaced by the latest, aerodynamically adapted version on both sides.

1 x	991.731.020.8A.C9A	AS mirror, right
1 x	991.731.019.8A.C9A	AS mirror, left
1 x	991.731.048.03	Mirror glass, right
1 x	991.731.045.02	Mirror glass, left

7. Ignition system

The previously used spark plugs (999.170.208.90) must be replaced by spark plugs with the part number: 991.602.201.8A.

8. Rain light

The previously used rain light must be replaced by the latest version with improved visibility.

The rain light is integrated in the rear bumper for this purpose. The following parts must be replaced:

- 1 x 991.505.871.90.1E0 Upper trim surround without 3rd brake light
- 1 x 991.631.551.8B Rain light
- 1 x 991.505.411.8C.TM2 Rain light bracket
- 1 x 991.612.857.8B Connector, vehicle side

Additionally, required technical modifications on cars model year/version 2014 (requirement for vehicles model year 2013 is the modification to version 2014, see points 1-8)

9. 150 A alternator

The alternator must be replaced by the 150 A alternator with the following parts:

- 1 x 997.603.019.8A as 3-phase-generator
- 1 x 997.603.531.8A Bracket generator
- 1 x 900.385.042.01 Torx screw M8X35 10.9
- 1 x 900.385.001.01 Torx screw M8X20 8.8
- 1 x 900.385.274.01 Torx screw M10X25 10.9
- 1 x 999.513.075.40 Cable tie
- 1 x 900.385.148.01 Torx screw M10X55 10.9
- 1 x 900.377.011.01 Hexagon nut M10

10. Shifting system "Megaline"

The shifting system "Shiftec" must be replaced by the "Megaline" system with all components (compressor, valve block, shift actuator), see the following list:

- 1 x 991.618.355.8A as compressor shift
- 1 x 991.605.310.8E Slave cylinder transmission
- 1 x 991.618.485.8E as airline valve block+compr.
- 1 x 991.618.785.8E Air line
- 1 x 991.618.471.8B Valve block
- 1 x 991.618.795.8B Holder valve block
- 4 x 999.703.193.01 Damping device 15x15/M5

4 x	900.817.005.02	Hexagon nut M5
4 x	999.073.268.09	Screw M5X12
1 x	991.618.765.8A	Adaptor cable valve block
4 x	996.355.857.9A	Sleeve distributor
4 x	999.073.270.A2	Screw M5x20

11. Power steering line

The line of the power steering system (991.347.775.8A) has to be fixed to the steering rack accordingly to Bulletin 04/2014 of PCCD with the following parts:

1 x	8K0.611.797.E	Bracket
2 x	N 0209044	Cable strap

12. Fuel cell

The fuel cell was improved (electrical discharge protection, catch tank with flap valves, one intake pump) and has to be equipped with the following parts:

1 x	991.201.201.8A	as holder supply unit
1 x	991.201.697.8J	Cable loom fuel tank
1 x	991.201.343.8A	as fuel pump
1 x	991.201.637.8A	Filter fuel pump
1 x	991.201.197.8J	Set foam fuel tank
1 x	991.201.735.8B	Rollover valve
1 x	900.123.101.30	Sealing ring
1 x	991.201.043.8H	AS filler neck fuel

13. Front axle damper

The front axle damper was improved and has to be replaced with the following parts:

2 x	991.343.045.8D	as damper front axle
2 x	991.343.511.8B	Spring rest
2 x	999.084.128.01	Hexagon nut M14

14. Exhaust manifold with catalytic converter

The exhaust manifolds were optimized and have to be replaced by the following parts:

- 1 x 991.113.021.A1 As catalyst manifold left
- 1 x 991.113.022.A1 As catalyst manifold right

15. Rear axle suspension

The rear axle rebound stop must be increased. Therefore, the spacer ring of the suspension strut with the part number 991.333.468.8A must be replaced by the thicker spacer ring with the following part number.

- 2 x 991.333.468.8B Spacer ring suspension strut.

16. Differential friction package

The differential friction package has to be replaced by the following parts:

- 6 x 991.332.981.8B Clutch disk 1,4 mm internal geared

Total of 6 pcs. pressure plates (external geared) of the different sizes:

- 991.332.983.8C Pressure plate 1,5 mm
- 991.332.983.8D Pressure plate 1,55 mm
- 991.332.983.8A Pressure plate 1,6 mm
- 991.332.983.8E Pressure plate 1,65 mm
- 991.332.983.8F Pressure plate 1,7 mm
- 991.332.983.8H Pressure plate 1,75 mm
- 991.332.983.8J Pressure plate 1,8 mm
- 991.332.983.8B Pressure plate 1,85 mm
- 991.332.983.8K Pressure plate 1,9 mm
- 991.332.983.8M Pressure plate 1,95 mm

Attachment 2 – Badge Regulations 2020*

In due time prior to the first race event, all teams entered for the Porsche Carrera Cup Scandinavia 2019 will receive an adequate number of the obligatory badges for their drivers' racing overalls. All teams are obliged to affix these obligatory badges to their drivers' racing overalls as prescribed for the entire event.

Please note that for the embroidery/affixing of badges to racing overalls (FIA Standard 8856-2000) the following applies:

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

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

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



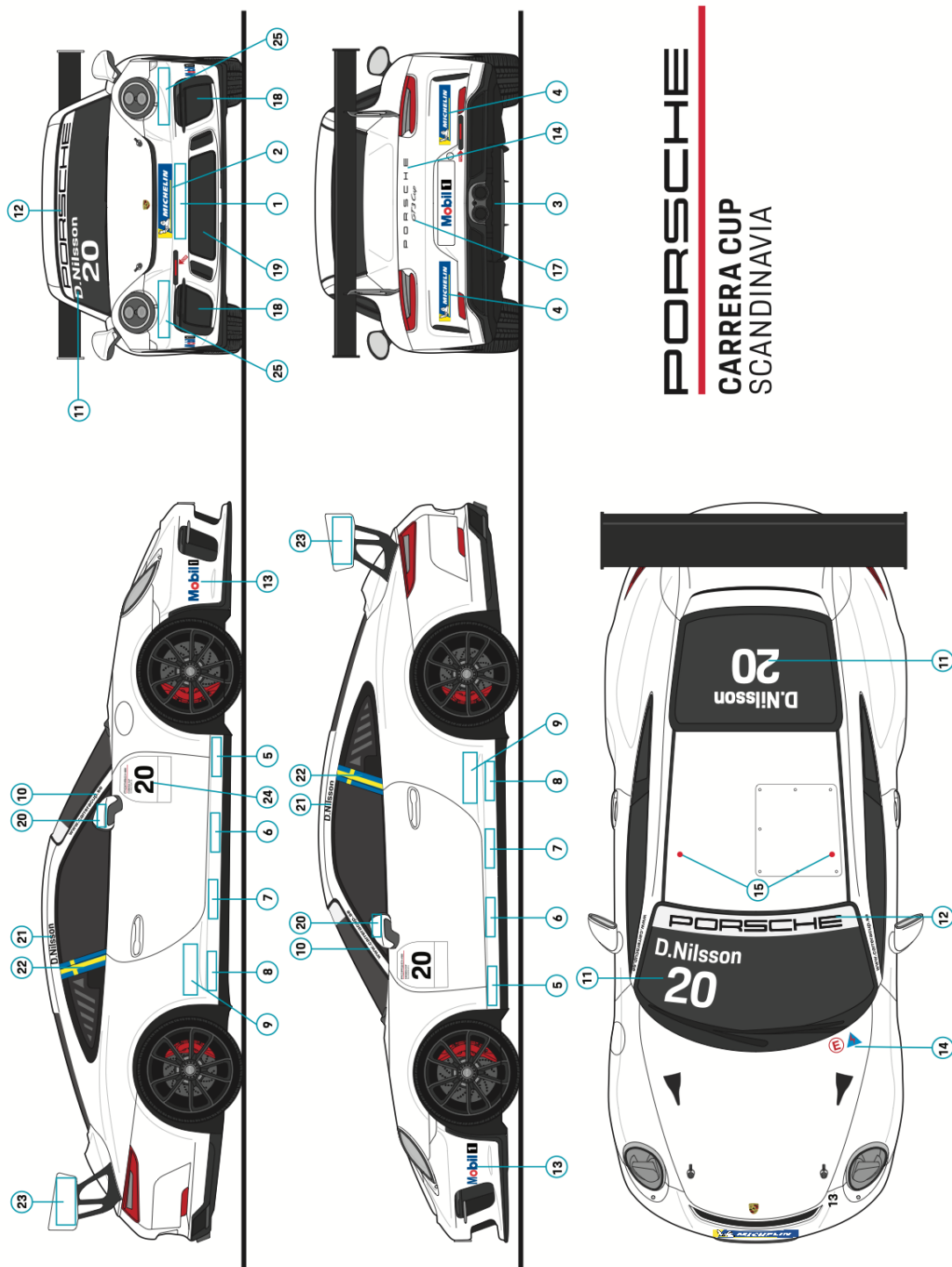
- A) Porsche Carrera Cup Scandinavia logo (width 130 mm)
- B) Mobil 1 logo (width 130 mm)
- C) Michelin logo (width 130 mm)
- D) Reservation Porsche (width 130 mm)

* We reserve the right to make changes.

PORSCHE

CARRERA CUP SCANDINAVIA

Attachment 3 – Sticker Regulations 2020*



PORSCHE
CARRERA CUP
SCANDINAVIA

Number	Quantity	Size (mm)	Colour	Logo/Symbol	Positioning
1	1		Black or White	Reservation PCCS	Front bumper
2	1	120 x 557	Original Colours	MICHELIN	Front bumper
3	1	70 x 290	Original Colours	MOBIL1	Rear bumper, affixed on delivered plate
4	2	61 x 361	Original Colours	MICHELIN	Rear bumper
5	2		Black or White	Reservation PCCS	Door area, left and right
6	2		Black or White	Reservation PCCS	Door area, left and right
7	2		Black or White	Reservation PCCS	Door area, left and right
8	2		Black or White	Reservation PCCS	Door area, left and right
9	2		Black or White	Reservation PCCS	Side area left and right
10	2	30 x 360	Black or White	www.porsche.se	A-pillar, left and right
11	2	220 height	White	Driver Name + Competition number	Windscreen top right Rear window top centre
12	1	Cut into shape	White	Reservation PCCS	Windscreen
13	2	70 x 290	Original Colours	MOBIL1	Front bumper left and right
14	1			Flash for current interrupter+ Letter 'E' for extinguisher	Front bonnet left
15	2		Red with white outline	Mounting of integral two-mount rescue device	Roof
16	1		Black or White	PORSCHE	Rear lid
17	1		Black or White	GT3 Cup	Rear lid
18	2		Black	Masking only permitted when central radiator has already been completely masked, please refer to the technical manual.	Side radiator mesh, left and right
19	1		Background: Black, Logo: White	Isolated team logo permitted. No further branding	Centre radiator mesh
20	2		Black or White	Reservation PCCS	Rear view mirror, left- and right
21	2		Black or White	Reservation PCCS	Roof side, driver name, left- and right
22	2		National Flag	Reservation PCCS	B-pillar, driver national flag, left- and right
23	2		Original Colours	Reservation PCCS	Wing side, left- and right
24	2		White with black frame	Starting number plate, incl. Porsche logo, PCCS identification + Partner logo	Left- and right door
24	2		Black	Starting number	Left- and right door, starting number plate
25	2		Original Colours	Reservation PCCS	Areas above daytime running light unit

1. The sticker positions 1–25 are strictly reserved for PCCS.
2. The obligatory stickers are to be obtained only from PCCS.
3. The minimum space between stickers must be at least 30 mm.
4. All advertising surfaces in direct visibility of the on-board cameras in the interior and exterior areas of the vehicle are reserved for PCCS and cannot be used by the teams.

Exclusivity rule

Team sponsors who are competitors of the official Series partners of Porsche Sweden are generally not permitted. It is therefore prohibited to communicate advertising on the vehicle for companies and products that are in competition to Porsche Sweden or its Series and cooperation partners. With regards to the exclusivity of the partners of Porsche Sweden the following rules apply (the exclusivity rule refers either to the industry sector or to the 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. In general, there is no exception for partners of exclusivity category 1. Partners of exclusivity can be granted an exception upon written request for one product category and one exception per team. The classification in exclusivity 1 and 2 will be defined individually per partner and is published in a separate list.

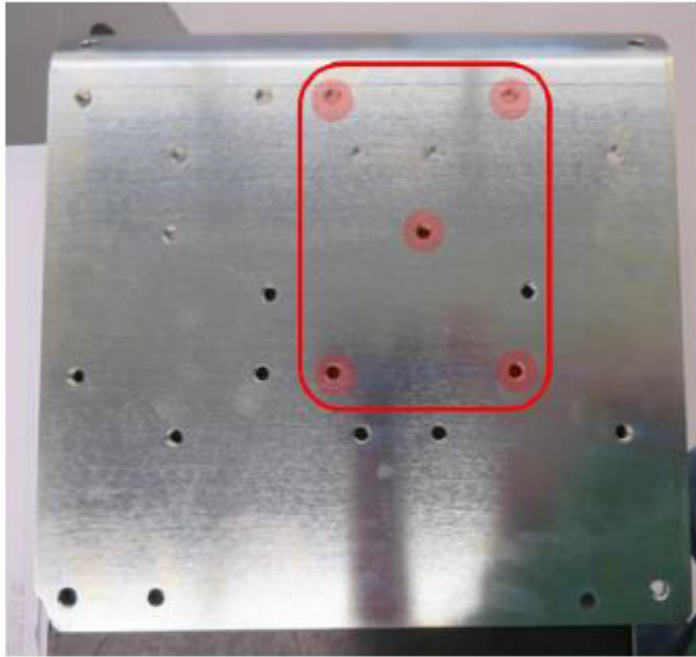
This is not valid for the ongoing season if the Series or cooperation partner cannot be communicated by the first event. The date of the contract signing is pivotal.

The current status can be requested from the Series organizers where necessary. For questions or additional information, please contact Porsche Sweden directly.

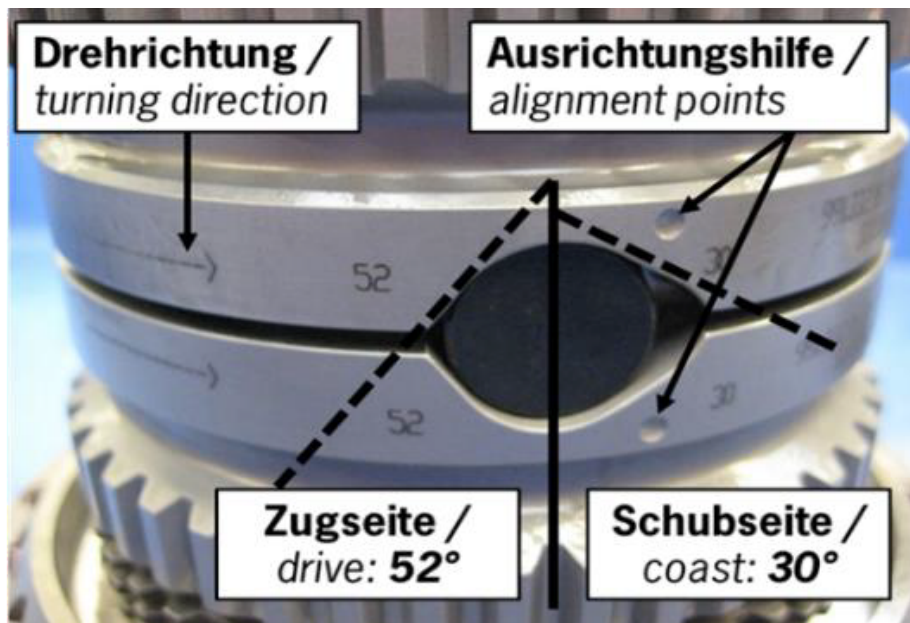
** We reserve the right to make changes.*

Attachment 4 – Ballast weights

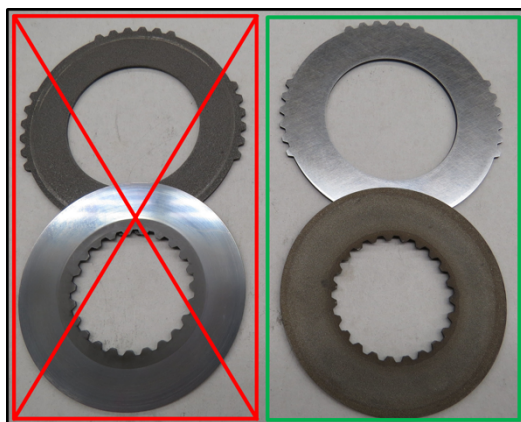
Ballast Position (Approved and Conforming ballast position)



Attachment 5 – Differential lock ramp breakover angle



Attachment 6 – Differential design



Verbotene Konfiguration
Modelljahr 2013 / 2014 –
Forbidden configuration
Model year 2013 / 2014

Erlaubte Konfiguration
Modelljahr 2015 –
Permitted configuration
Model year 2015



Tellerfeder / belleville spring
Druckring / disk ring

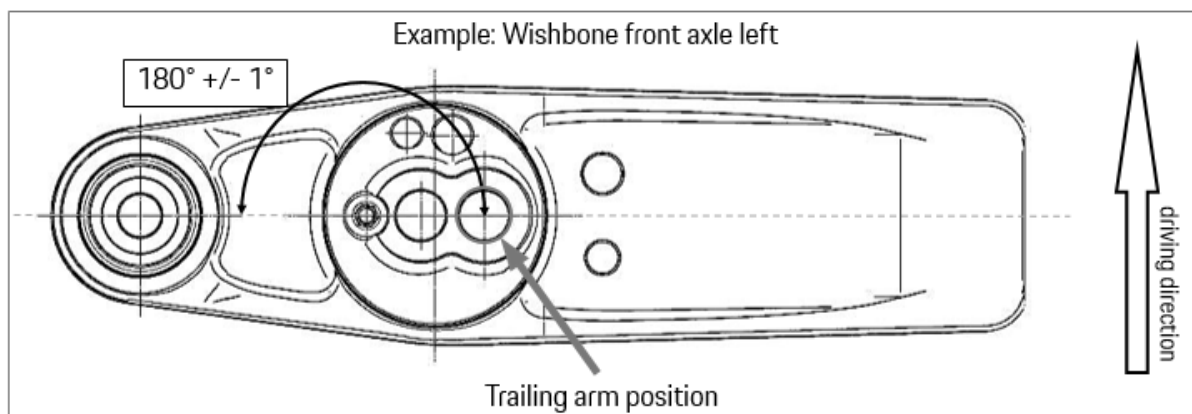
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk

Druckstück / thrust piece
Druckstück / thrust piece

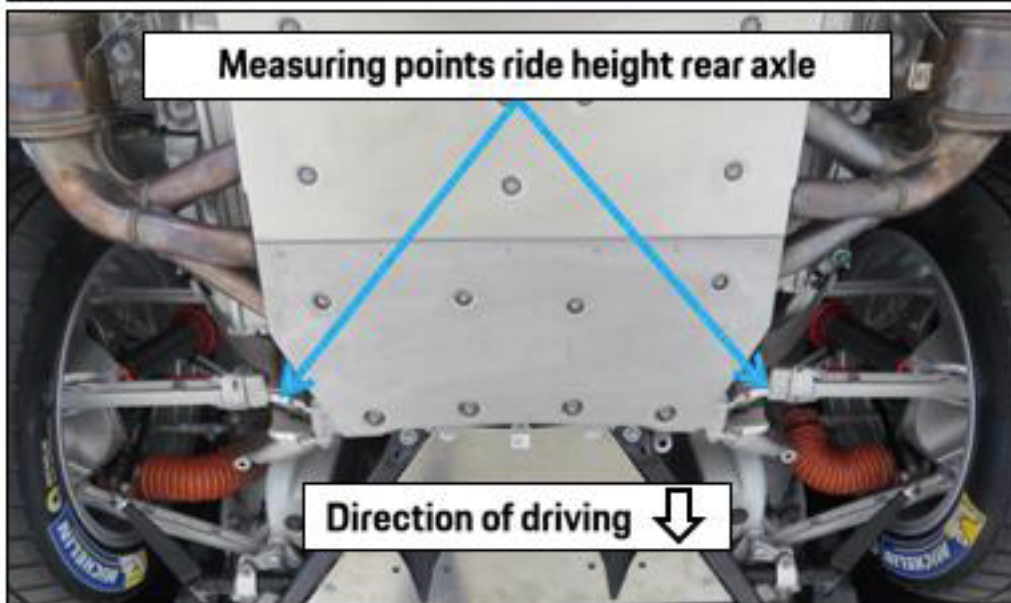
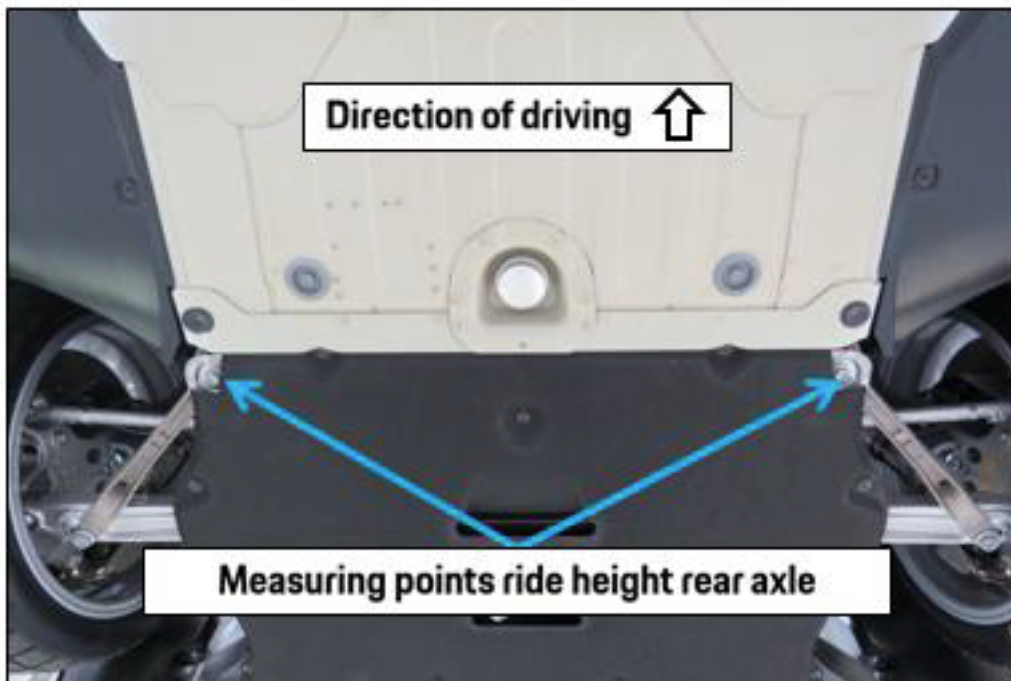
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate
Innenlamelle / clutch disk
Außenlamelle / pressure plate

Druckring / disk ring
Tellerfeder / belleville spring

Attachment 7 – Control arms



Attachment 8 – Minimum ground clearance, rear and front axle

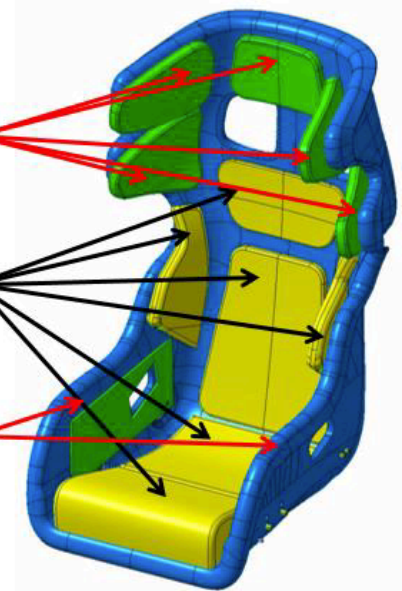


Attachment 9 – Seat padding

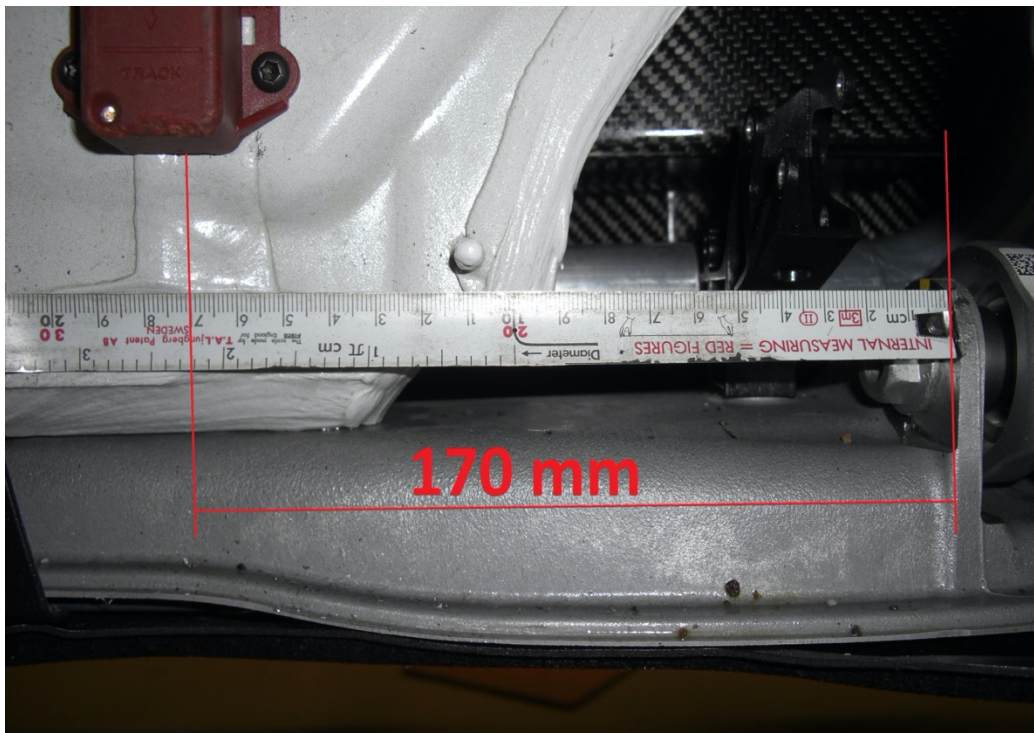
Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed

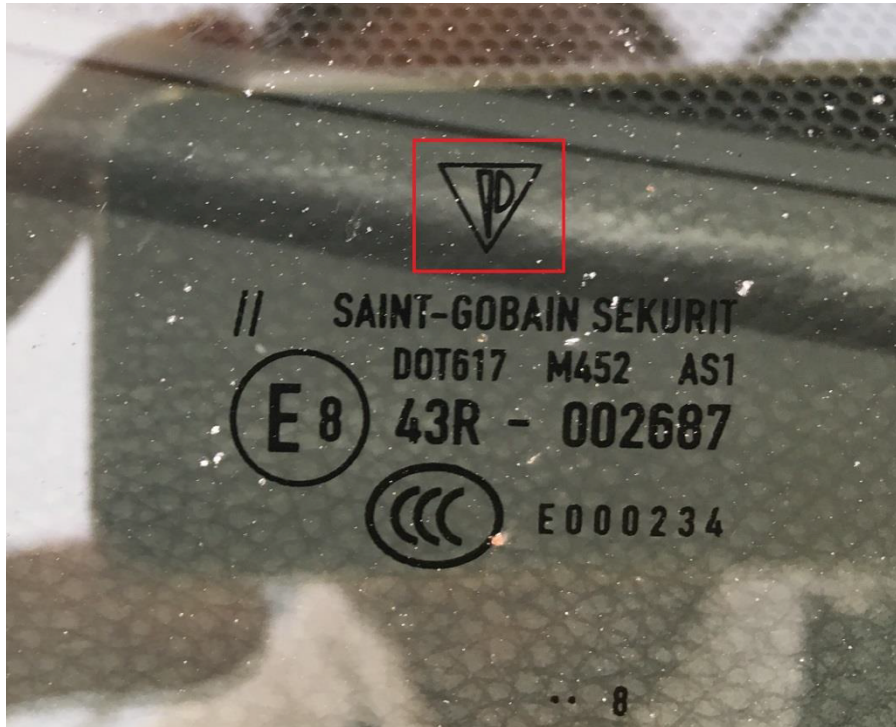


Attachment 10 – Transponder position



Attachment 11 – Identification of original Porsche windscreens

All original Porsche windscreens can be identified by the Porsche logo (visible in the red square in the picture below) independently of their part number.



Attachment 12 – Tyre Table

	Rule 1	Rule 2
Race event	Opening event (first race event of a permanent starter with a late entry or first race event of a guest entrant)	Every additional race event (from the second entry of a guest or late entrant)
Slick tyres	Max. amount: 3 sets Tyre marking: max. 6 tyres (new) before free practice session (3 front and 3 rear tyres) These 6 tyres can only be used in the free practice session. max. 6 tyres (new) before the qualifying session. (3 front and 3 rear tyres) These 6 tyres can only be used in the qualifying session and races. Used slick tyres must not be used.	Max. amount: 3 sets Tyre marking: max. 6 tyres (used) previously marked before free practice session. (3 front and 3 rear tyres) These 6 tyres can only be used in the free practice session. max. 6 tyres (new) before the qualifying session (3 front and 3 rear tyres) These 6 tyres can only be used in the qualifying session and races. For the free practice session and warm-up, only previously marked tyres which are allocated to a start number and which were used in a previous race event of the Porsche Carrera Cup Scandinavia 2020 can be used.
Rain tyres	Max. amount: 2 sets Tyre marking: max. 2 sets before qualifying session The use of unmarked rain tyres in free practice and official test is permitted.	Max. amount: 2 sets Tyre marking: max. 2 sets before qualifying session The use of unmarked rain tyres in free practice and official test is permitted.
Joker tyres	Max. amount: 1 set Tyre marking: max. 1 set before free practice at Drivecenter Arena	

Attachment 13 – Underbody cover



991.504.601.8A - not allowed to be used



Attachment 14 – Trimming of front underbody



Attachment 15 – Holder pre-silencer

