

PORSCHE

**CARRERA CUP
SCANDINAVIA**



Sporting & Technical REGULATIONS

20

22

General Regulations for Series run on Circuits / Automobile Sport
(as on 01.02.2022)

Name of the Series:

Porsche Carrera Cup Scandinavia

Foreword:

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Porsche Carrera Cup Scandinavia for 2022.

Organisation:

Porsche Sverige
Volkswagen Group Sverige AB
151 88 Södertälje
Sweden

Contact:

Thomas Johansson, Sporting Director
Mobile: +46 (0)70 881 63 05
E-mail: thomas.johansson@carreracup.se
Homepage: www.carreracup.se

Emelie Carlswärd, Coordinator
Mobile: +46 (0)70 835 73 36
E-mail: emelie.carlsward@carreracup.se
Homepage: www.carreracup.se

Fredrik Derkum, Project Manager
Phone: +46 (0)8 120 811 28
E-mail: fredrik.derkum@porsche.se
Homepage: www.porsche.se

Contents:

Part 1: Sporting Regulations

1. Introduction

2. Organisation

- 2.1 Series Organiser
- 2.2 Name of the parent ASN
- 2.3 ASN visa/registration number
- 2.4 Organising Committee and Sporting Committee
- 2.5 List of Permanent Officials

3. Regulations and legal basis of the Series

- 3.1 Official language
- 3.2 Responsibility, changes to the rules of participation and cancellation of the event
- 3.3 Porsche Carrera Cup Scandinavia code of conduct

4. Entries

- 4.1 Registrations/entries, entry closing date and obligation to participate
- 4.2 Entry fees
- 4.3 Competition numbers

5. Licenses

- 5.1 Required grade of license
- 5.2 Conditions for competitors outside their national territory

6. Insurance, liability exclusion and disclaimer

- 6.1 Organiser's/promoter's insurance
- 6.2 Declaration by the entrant, driver, and passenger on the exclusion of liability

7. Events

- 7.1 Calendar of events
- 7.2 Maximum number of cars authorised

8. Classification

- 8.1 Awarding of points
- 8.2 Table of points
- 8.3 Driver Classification
- 8.4 Team Classification
- 8.5 Rookie Classification
- 8.6 Equality of points
- 8.7 Publication of points

9. Title, prize money and trophies

- 9.1 Title overall winner
- 9.2 Prize money and trophies

10. Private practice and testing

11. Administration

- 11.1 Timetable for administrative checks
- 11.2 Drivers' and Team Managers' briefing
- 11.3 Team Managers' meeting
- 11.4 Official meetings / Press conferences / Representation meetings

12. Scrutineering/technical checks

- 12.1 Scrutineering before the start of a competition
- 12.2 Scrutineering during an event

13. Running of the competitions

- 13.1 Pre-Start
- 13.2 Practice
- 13.3 Qualification
- 13.4 Starting Grid
- 13.5 Starting mode
- 13.6 Races
- 13.7 Start procedure
- 13.8 Aborting or suspending a race
- 13.9 Change of weather conditions
- 13.10 False Starts
- 13.11 Safety Car
- 13.12 Finish

14. Protests and appeals

15. Exclusion of jurisdiction of a court and limitation of liability

16. TV rights/advertising and television rights

17. Specific regulations

- 17.1 Paddock
- 17.2 Pit Lane allocation
- 17.3 Instructions of the Series Organiser and Officials
- 17.4 Publication obligation
- 17.5 Podium ceremony
- 17.6 Steward's Inquiries
- 17.7 Incidents
- 17.8 Penalties
- 17.9 The track
- 17.10 Environmental Regulations

18. Safety

- 18.1 Extrication exercise
- 18.2 Pit Lane safety
- 18.3 General safety

19. Place of jurisdiction

20. Acceptance of the regulations

Part 2: Technical Regulations

1. Technical Series Regulations

- 1.1 Summary of the eligible groups/classes
- 1.2 Principles of the Technical Regulations
- 1.3 General/preamble
- 1.4 Driver equipment
- 1.5 General regulations
- 1.6 Minimum weights and ballast
- 1.7 Emission regulations
- 1.8 Noise regulations
- 1.9 Advertising and partnership
- 1.10 Safety equipment
- 1.11 Fuel type and single fuel
- 1.12 Technical definitions

2. Specific Technical Regulations

- 2.1 General information
- 2.2 Engine
- 2.3 Power transmission (gearbox/differential lock)
- 2.4 Lubrication system
- 2.5 Brakes
- 2.6 Wheel suspension
- 2.7 Wheels (flange + rim) and tyres
- 2.8 Bodywork and dimensions
- 2.9 Aerodynamic devices
- 2.10 Electrical equipment
- 2.11 Miscellaneous

Part 3: Attachments/Drawings

Attachment 1:	Badge Regulations 2022
Attachment 2:	Sticker Regulations 2022
Attachment 3:	Ballast weights
Attachment 4:	Differential lock ramp breakover angle
Attachment 5:	Ride height measuring points
Attachment 6:	Seat padding
Attachment 7:	Timing Transponder Position
Attachment 8:	Tyre Table
Attachment 9:	Alternative Part Number Reference Table

The present Regulations consist of **80** pages incl. **9** Attachments.

Part 1: Sporting Regulations

1. Introduction

The Porsche Carrera Cup Scandinavia Series, herein after called the Series, is organised in conformity with the provisions of the National Sporting Regulations of the Swedish Automobile Sports Federation (SBF), The International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits.

It will be run in conformity with theses Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Art. 277).

The Series will be run according to the Regulations SBF Mästerskapsracing 2022 and Common Rules (G) and Racing-regulations (RA), unless stated otherwise in these regulations or in the Supplementary Regulations of the corresponding event.

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

The Series in 2022 consists of 6 race events organised as circuit races.



Status of the Series:

Swedish Championship GT

The Series is supported by the following companies*:

Michelin Reifenwerke AG & Co. KGaA

ExxonMobil Oil Corporation - Mobil 1

HUGO BOSS AG

* Subject to change

2. Organisation

2.1 Series Organiser and Sporting Committee

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Series in 2022.

The permanent office address of the Series Organiser is:

Porsche Sweden
Smista allé 44
141 74 Segeltorp
Sweden

Contact	Thomas Johansson, Sporting Director
Mobile	+46 (0)70 881 63 05
E-mail	thomas.johansson@carreracup.se
Homepage	www.carreracup.se

2.2 Name of the parent ASN

SBF - Swedish Automobile Sports Federation
Box 705, 191 27 Sollentuna, Sweden
E-mail: mailbox@sbf.se
Homepage: www.sbf.se

2.3 ASN visa

The Series based on these Sporting and Technical Regulations has been approved by the Racing Commission (Racingutskottet) of the SBF - Swedish Automobile Sports Federation on 29.01.2022 RA-protocol 02/22.

2.4 Organising Committee and Sporting Committee

2.4.1 Organising Committee

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

- The Series Organiser
- The Series Race Director
- The Series Technical Delegate
- The Technical Support Delegate

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other employees of Dr. Ing. h.c. F. Porsche AG, and Dr. Ing. h.c. F. Porsche AG may nominate additional members of the Organising Committee where necessary.

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

2.4.2 Sporting Committee

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

- The Series Organiser
- The Series Race Director
- The Series Technical Delegate
- The Technical Support Delegate

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

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

Decisions taken by the Sporting Committee in cooperation with the representative of the SBF Racing Commission shall be final and are not subject to protest or appeal.

2.5 List of Permanent Officials

Race Director	Mikael Carlsson	1665	SBF
Race Director	Ulf Sanell	20471	SBF
Race Supervisor	Peter Roberts	140949	Motorsport UK
Driver Observer	Fredrik Ekblom	-	SBF
Technical	Per Wärmlund	2360	SBF
Technical Support	Johan Karlsson	137276	SBF

See also relevant Supplementary Regulations for each event.

3. Regulations and legal basis of the Series

This Series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices.
- FIA Circuit Regulations (FIA General Prescriptions on circuits).
- SBF Regulations.
- SBF Decisions and Provisions.
- SBF Circuit Regulations, except where any special regulations are set out in the rules presented here.
- SBF Environmental Guidelines.
- SBF Mästerskapsracing 2022
- Sporting and Technical Regulations of this Series and the SBF approved modifications and supplements (bulletins).
- Supplementary Regulations for Series events including modifications and supplements.

- The 'Application for Entry' or the 'Application for Guest Entry' signed by the entrant/driver.
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Code and WADA Code).
- Other FIA and SBF regulations

3.1 Official language

- For these regulations of the Porsche Carrera Cup Scandinavia only the English text approved by the SBF is binding, except for the relating SBF regulations for which only the Swedish language is binding.
- In case of interpretation the SBF jurisdiction is the responsible authority.
- The official language of the International Sporting Code is stated within that document.

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

- a) The participants (entrants, drivers, passengers, car owners, team members, registered keepers, and team guests) attend and take part in any Series at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them - or for damage to the cars used by them, as far as no exclusion of liability has been concluded.
- b) The Supplementary Regulations for Series events may only be changed by the Series Organiser in cooperation with SBF. Once the event starts, changes in the form of bulletins may only be made by the Race Director of the event, in cooperation with SBF Racing Commission (Racingutskottet) and only, if necessary, for reasons of safety and/or force majeure or due to an official decree, or to correct information or obvious errors contained in the Supplementary Regulations about the course length, race duration, number of laps and marshals.
- c) The Event Organiser and the Series Organiser reserve the right to cancel or relocate the event or individual race events, subject to approval by the ASN concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in all such cases.

3.3 Porsche Carrera Cup Scandinavia code of good conduct

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

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

For this reason, all those involved agree to acknowledge the philosophy of the Porsche Carrera Cup Scandinavia and to comply with the rules of conduct of the Series.

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

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

(b) Participants who are found to have committed one or more of the following may be excluded by the Series Organiser from the Series or may be suspended or disqualified by the Race Director of the Meeting from taking part in one or more competitions:

- failed to comply with the rules of good conduct;
- breached any of the Regulations;
- drawn attention to themselves through unsporting behaviour on and off the track;
- expressed themselves or behaved in a disrespectful way towards other participants, officials, organisers, etc.;
- ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the organisation and holding of an event;
- ignored agreements that have been reached (including between teams and drivers) and do not meet obligations of performance;
- did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- brought the Series into disrepute.

Any decision of the Clerk of the Course/Race Director regarding the above is not subject to appeal. Where a fine is imposed, continued participation in the Series may not be permitted until any fine imposed is paid in full.

4. Entries

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

The entrant and/or driver must submit a complete application for entry on web address <https://www.motorsport-events.se/porschecarreracupscandinavia/> to be received by Porsche Sweden before 25.03.2022. The Series Organiser reserves the right to accept late applications.

4.1.1 Guest drivers

The Series Organiser may permit Guest Drivers to participate in individual competitions. Guest drivers take part and are eligible for the points classification on condition that they comply with the conditions of the Series Regulations and of the relevant Supplementary Regulations. Priority in the acceptance of entries will be given to the registered entrants.

Entrants should apply for Guest Driver participation in single race events no later than 2 weeks prior to the relevant event using an 'Application for Guest Entry' which must be sent to the Series Organiser. The single-entry fee is due as indicated in the 'Application for Guest Entry'. The Series Organiser reserves the right to accept or reject 'Applications for Guest Entry' that arrive after this time limit.

Guest drivers are drivers with a valid international driver's license who are registered using an 'Application for Guest Entry' and participate with a vehicle not entered/without an existing start number.

Participants who have been accepted will receive a written confirmation of their entry or guest entry. The Series Organiser reserves the right to refuse any 'Application for Entry' or 'Application for Guest Entry' without stating credible reasons.

The Series Organiser reserves the right to enter cars under its own application.

With the submission of the 'Application for Entry' or the 'Application for Guest Entry', entrants charge and authorize the Series Organiser to submit entry forms on his behalf for those events which form part of the races for the Porsche Carrera Cup Scandinavia 2022 (block entry). Direct entries to the Event Organiser's by the entrants are not permitted.

The Series Organiser also reserves the right to permit additional entries to the individual races. Should one of the named participants not take part in a classification event, that person must notify the Series Organiser of their absence in writing 48 hours before the start of license verification at the latest. The relevant ASN may penalize a failure to comply with this deadline.

2 starts at the same event are permissible. Recourse to legal action is excluded.

All applications for Team Entry and Driver Entry remain provisional until the physical licences have been presented by the Competitors and Drivers at the licence verification of each event.

4.1.2 Commitment to participate

Upon registration, a competitor undertakes to participate with each registered car in all official season tests and all competitions of the Series 2022 without exception.

4.2 Entry fees

The registration/entry fees are payable as specified on the 'Application for Entry'. The following registration/entry fees are payable by the participants (based on 6 events):

Until 25. 03. 2022 SEK 120.000 plus the applicable 6% VAT.

The registration fee/entry fee includes:

- Participation fee for one (1) car in all events
- Seven (7) team tickets per event
- One (1) unisorb environmental mat
- Participation fee for 1 vehicle at the official pre-season test
- Two (2) VIP-tickets per race event

The registration/entry fees for guest application for participation in individual events is SEK 30.000 plus the applicable 6% VAT are payable by the participants until 10 days prior to the event.

The registration fee/entry fee for individual events includes:

- Participation fee for one (1) car per event
- Seven (7) team tickets per event
- One (1) unisorb environmental mat

The Series Organiser will issue an invoice including VAT where applicable. An invoice will be issued after the Series Organiser has assessed the individual "Application for Entry". The invoice is not a confirmation of the "Application for Entry" or of entry to the Series.

Once payment is received by the Series Organiser and the application has been accepted, the Series Organiser will issue written confirmation of entry to the Series. From the date of issue of the written confirmation by the Series Organiser the entry fee is non-refundable.

The entrant is entitled to participate once the "Application for Entry" has been accepted and confirmed in writing by the Series Organiser and the entry fee has been paid in full and in due time.

4.3 Competition numbers

The participants will be allocated with permanent competition numbers (1-99) by the Series Organiser for the entire season and to guest drivers for each event.

5. Licences

5.1 Required grade of licence

a) Drivers

Drivers holding a valid international driver's license issued by the SBF/FIA or by another ASN affiliated to the FIA, of Grades A, B or C for the year 2022 who are registered for the Porsche Carrera Cup Scandinavia and have paid the registration fees are eligible.

b) Competitors

Competitors wishing to register with the Series must be in possession of a valid international commercial or national entrant licence issued by the SBF or by another ASN affiliated to the FIA for the year 2022 and have paid the registration fees.

c) Guest drivers

The Series Organiser may admit guest drivers with a valid national entrant's and driver's license in accordance with Item 5.1 a) of these regulations.

d) Age regulations

In accordance with the valid SBF License Regulations.

No driver under 17 years old will be permitted to enter the Series.

5.2 Conditions for entrants outside their national territory

SBF licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series. For every competition foreign competitors/driver's must present the written approval (starting permission) of their own ASN. This permission must be submitted by the competitor/driver at Administrative Checks in English language.

6. Insurance, liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with ASN Event Regulations.

6.2 Declaration by the competitor (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' respectively 'Application for Guest 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 SBF, the SBF affiliated and member organizations, their presidents, executive bodies, managing directors, secretary's general,

SBF-Affiliates/regional clubs, the SBF local clubs and the promoter/Series organizer,

The organizer, Porsche Sweden, the officials and marshals, circuit owners/lease holders, government agencies, racing services and all other persons involved with the organization of the event,

The organization 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 test events and 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' respectively 'Application for Guest 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.

Furthermore, the disclaimer in the 'Application for Entry' and/or the 'Application for Guest Entry' for the Porsche Carrera Cup Scandinavia 2022 must be signed by the entrant and the driver.

By submitting the 'Application for Entry' and/or the 'Application for Guest 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 the event, on permanent or also temporary racetracks. 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 entrant/driver/passengers – 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, Race Director, the Stewards, the chief medical officer, the SBF doctors, coordination automobile sport and the assurer claims department. Herewith the signatory confirms that he fully accepts the SBF license prescriptions.

The entrant/driver/passengers agree to the storage, transmission, and administration of personal data in accordance with the SBF Data Protection Provisions, under consideration of the Swedish Data Protection Act. At all times he has the possibility to request information from the SBF Data Protection Officer on this data and/or to make use of his right of objection.

The data protection provisions are available from the organiser on-site.

7. Events

7.1 Calendar of events*

The Series consists of 6 race events organised as circuit races.

13.-14. 05. 2022

Scandinavian Raceway, Sweden Round 01–02

19.-20. 08. 2022

Gelleråsen Arena, Sweden Round 08–09

17.-18. 06. 2022

Drivecenter Arena, Sweden Round 03–05

16.-17. 09. 2022

Rudskogen Motorsenter, Norway Round 10–12

05.-06. 08. 2022

Scandinavian Raceway, Sweden Round 06–07

30.09.2022 - 01.10. 2022

Mantorp Park, Sweden Round 13–14

Official season tests:

28.-29. 04. 2022

Pre-season test

Mantorp Park, Sweden Test 01

16.06.2022

Testday

Drivecenter Arena, Sweden Test 03

12.05.2022

Testday

Scandinavian Raceway, Sweden Test 02

29.09.2022

Testday

Mantorp Park, Sweden Test 04

*Subject to change

Porsche Carrera Cup Scandinavia pre-season test at Mantorp Park is included in the championship fee.

Testdays for Porsche Carrera Cup Scandinavia is included in the championship fee for the season.

7.2 Maximum number of cars authorised

The maximum number of cars is defined in the circuit license and listed in the Supplementary Regulations of the event.

8. Classification

8.1 Awarding of points

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

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

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

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

- | | |
|---|--------------|
| • At least 75 % of the scheduled race distance | 100 % points |
| • At least 50 % of the scheduled race distance | 50 % points |
| • Less than 50 % of the scheduled race distance | No points |

8.2 Table of points

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

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

Guest drivers under the entry "Porsche Sweden/Porsche Experience Racing" will participate and be eligible for points but not be included in the prize money classification.

One additional point will be awarded to the driver who qualifies on Pole Position for each race of the event.

One additional point will be awarded to the driver setting the Fastest Lap in each race. Should two or more competitors have identical times, the additional point will be given to the one who set the time first.

8.3 Overall Driver classification

All results of the individual races will be taken into consideration for the classification established at the end of the year. There is no void or "dropped" results. The winner of the classification is the entered driver with the highest total score from all races. The winner of the Porsche Carrera Cup Scandinavia 2022 is the entered driver with the highest total number of points in the classification from all the races.

Guest drivers take part in the Porsche Carrera Cup Scandinavia driver classification and will be awarded points and participate in podium ceremonies as applicable.

Regarding the allocation of points to drivers for ranking purposes, a change of team and a change of vehicle are possible, provided that the vehicles involved have been entered. If a change to a vehicle that has not been previously entered takes place, the relevant entry fees shall be due.

Special classification: 'Most fastest race laps'

The driver who has achieved the highest number of fastest race laps in all races will win this classification. When the number obtained is equal, the decision is made based on the better result in the final race.

8.4 Team Classification

The Team Classification is independent of the Driver Classification. The points of two cars entered under the same competitor license are added for the team ranking. Points for the Team Classification are awarded according to the overall race result, irrespective of classification.

Teams can count points for cars in Porsche Approved Cup according to the awarded points in the category.

Example:	2 x 992 Cars	1 st and 2 nd place overall	45 points in total
Example:	1 x 992 Car + 1 x 991 Car	1 st place overall + 1 st place PAC	50 points in total

The Porsche Carrera Cup Scandinavia organisation exclusively reserves the rights to decide which cars entered by a competitor (entrant) that are eligible for points in the Team Championship. Decision will be made prior to the first race event of the season, and clearly communicated to the competitors and drivers.

8.5 Rookie Classification

N/A

8.6 Equality of points

If an equal number of points is achieved by more than one driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2022 Series. If, after application of this rule, the number of points is still equal, the decision is made based on the better results of the final race.

8.7 Publication of points

Points and prizes classifications will be published by the Series Organiser in an official Team Information communication after the end of each event. In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee. Any queries or challenges concerning point or prize attributions must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes in dispute. The points and prizes classifications will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made.

9. Title, prize money and trophies

9.1 Title overall winner

The driver who has scored the highest number of points after all respective race events of the Porsche Carrera Cup Scandinavia 2022 will be awarded the title:

"2022 Swedish Champion GT - Porsche Carrera Cup Scandinavia"

9.2 Prize money and trophies

9.2.1 Prize money

Prize money is awarded for positions 1 to 3 in the total Porsche Carrera Cup Scandinavia 2022 championship standings.

The prize money referring to the championship standings in 2022 will be paid to the competitors (team) (Legal company) where the driver is entered into the 2023 championship. The prize money will be paid at 30.06.2023 by the Series Organiser to the competitors (team) after the driver have successfully participated in 50% of all the race events in the 2022 championship.

The prize money will be paid to the competitor named in the entry, provided that the competitor/driver does not owe outstanding amounts to Porsche Sweden and its subsidiaries, or suppliers of spare parts and/or tyres to the championship, and that all entry conditions and conditions of participation have been

adhered to and no sports disciplinary proceedings are outstanding that could influence the final tally of points.

The prize money is paid plus VAT if VAT should arise according to the applicable VAT Law. In order to check if VAT is to be charged as per the applicable VAT Law, the participants confirm their status as entrepreneurs for VAT purposes by indicating their tax number and respective VAT identification number.

The Participant has to issue invoices, plus VAT if applicable, for the successful participation according to applicable VAT law. Upon request by the Participant and after providing a valid VAT registration number the Organiser will issue a credit note to Participant with regard to the services provided. Any VAT legally due is shown separately on the credit note. The addresses as shown in this Agreement will be used as invoice address.

9.2.2 Prizes in kind

N/A

9.2.3 Driver Classification

Participants who satisfy the conditions for claiming their successes in the prize money classification for each race are awarded the following prize money in the order in which they are placed, in compliance with the Regulations for prize money classification:

9.2.4 Overall Classification

1st place:	SEK	200 000
2nd place:	SEK	100 000
3rd place:	SEK	50 000

9.2.5 Porsche Approved Cup Classification

1st place:	SEK	100 000
1st place:	SEK	+ 50 000 – new car 2023

9.2.6 Team Classification

1st place:	SEK	150 000
------------	-----	---------

9.2.7 Rookie Classification

N/A

9.2.8 Prize for Pole positions

Prize will be awarded for pole position in Q2 at each event.

9.2.9 Trophies

Trophies will be awarded by the Series Organiser at each competition to the 1st, 2nd and 3rd classified drivers in the PCCS Overall classification and 1st classified driver in the Porsche Approved classification.

Trophies will also be awarded by the Series Organiser at the end of the Series to the 1st, 2nd and 3rd classified drivers in each of the PCCS Overall and Porsche Approved Cup classifications and to the 1st PCCS overall classified competitors (entrants) in the Team classification.

10. Private practice and testing

No registered competitor, applicant, driver or team or any person associated with them, may take part in any private test session (whether alone or not) seven (7) days prior the upcoming event at the track in question for any Porsche Carrera Cup Series track (Scandinavian Raceway, Drivecenter Arena, Gelleråsen Arena, Rudskogen Motorsenter and/or Mantorp Park), unless it is an official Porsche Carrera Cup test day for the Series.

11. Administration

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

- ☒ Competitor's license
- ☒ Driver's license
- ☒ Medical aptitude form
- ☒ Authorisation to take part relevant competitions abroad

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

The Series Organiser's information board serves as the official medium for announcements.

The location of the Official Notice Board will be described in the Event Supplementary Regulations or as latest at the Driver's and Team Managers Briefing.

11.1 Timetable of administrative checks

See relevant Supplementary Regulations, Team Information communication or official notice board for each event.

Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Race Director.

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

11.2 Drivers' and Team Mangers briefing

The time and location of the Drivers' briefing will be published in the Supplementary Regulations of the event.

All drivers, together with their competitor's authorised representative, must be present throughout the briefing.

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

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

Participation is mandatory for all teams and drivers. An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of SEK 500 (without any particular penalty-procedure).

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

The Drivers' Briefing at events may be delivered by way of Powerpoint presentation with Race Director voice-over which will be made available to teams electronically, along with written briefing notes. In this case, all Competitors and Drivers must submit, by the time specified in the Official Timetable for the event, a signed declaration that they have viewed and understood the presentation. An opportunity will be provided for any questions to be raised with the Race Director and any such questions and answers will be made available to all Competitors and Drivers.

11.3 Team Managers' meeting

The time and location of the Team Managers' meeting is specified in the internal event schedule. This is additionally displayed on the official notice board. Participation is mandatory. Any non-attendance or late attendance (according to the list of signatures of attendees) may incur a penalty.

11.4 Official meetings / Press conferences / Representation meetings

N/A

12. Scrutineering/Technical checks

Before and, as required, during or after each competition all cars will be inspected by one or more Technical Scrutineers licensed by an FIA affiliated ASN. Any car can be selected at any time by the Race Director for a further technical examination, including examination outside the event venue. The Technical Scrutineers are entitled to check any aspects of the cars in competition at any time during the event and may conduct checks without prior request from the Race Director. The Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorised to give instructions in this respect to the Competitors.

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

12.1 Scrutineering before the start of a competition

Before the commencement of each competition, the competitor must present his race car and the driver must present the compulsory driver's safety equipment at Technical Scrutineering at the published times.

The car must be presented in the configuration as it will be used in the competition (including starting numbers) and it is the competitor's responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the competition, commencing with pre-competition scrutineering. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

The following car documents must be presented with the car to the Technical Scrutineers:

- Technical passport
- Certificate for rollover structure

The cars and drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods. The inspection periods are to be strictly adhered to. Once pre-competition technical scrutineering is completed, the cars may only leave the paddock with the permission of the Series Organiser. Any car that is permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the competition. It is the competitor's responsibility to present the car to the Technical Scrutineers.

No car may take part in a competition until it has been passed by the scrutineers.

12.2 Scrutineering during an event

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

All cars are subject to Parc Fermé conditions until the end of the protest period and until released by the Race Director, Technical Scrutineers, and the Stewards. During this time, no works of any kind may be performed on the cars. Once in the designated area, no car may be removed without the permission of the Technical Scrutineer/Race Director. No individual may enter Parc Fermé without the permission of the Technical Scrutineers.

Cars that have been involved in an accident at any time during an event are to be presented to the Technical Scrutineers. Any repairs identified by the Technical Scrutineers must be undertaken by the competitor and the car represented to the Technical Scrutineers. It is the competitor's responsibility to do so before taking part in the competition again.

The Race Director or the Chief Medical Officer can require a driver to have a medical examination at any time during an event.

Any vehicle that is permitted to leave the paddock for repairs after an incident must be presented again to the Technical Scrutineers before taking any further part in the competition. It is the competitor's responsibility to present the vehicle to the Technical Scrutineers.

An engine or gearbox change must be approved in advance by the Sporting Committee in writing. It is not permitted to drive the competition vehicles on public roads at any time.

13. Running of the competitions

13.1 Pre-start

The pre-start is the line-up of all vehicles before entering the circuit for the practice session/s, qualifying and races. All cars must be driven from the team awning to the official pre-start by the relevant driver. Any permitted exceptions will be notified by the Sporting Committee at the start of an event in each case. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule. Should an entrant or driver not be ready in time he/she may forgo the right to take part in the relevant session. The final decision in this respect will be taken by the Race Director.

13.2 Practice

The practice session/s of 30 minutes will be scheduled for each competition.

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

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

13.3 Qualification

Two qualifying sessions will be held at each competition, normally, one timed Q1 session of 17 minutes and one timed Q2 session of 8 minutes for the 10 fastest drivers in the qualifying session.

* The competition at Gelleråsen Arena will consist of two qualifying sessions, one timed Q1 session of 30 minutes and one timed Q2 session of 8 minutes for the 10 fastest drivers in the qualifying session.

The drivers qualify for the first race with the fastest lap in Q1 session, for the second race with the fastest lap in Q1 session and Q2 session of the respective event.

In case of an incident during Q1 session, the Race Director can stop the clock for a maximum of 10 minutes. This could mean that there is not enough time to carry through the Q2 session, and if so, the Q2 session will subsequently be deleted. Starting grid are then determined on the results from Q1 session.

All participants must qualify for the respective race. Admission to the races and the starting grid are dependent on the result of the qualifying session.

The pre-start for qualifying is regulated as follows:

The order of the cars in the pre-start is defined by the results of the last practice session of the respective event.

The maximum permissible number of contestants stipulated by the FIA or the respective ASN for the track concerned cannot be exceeded.

A driver can only be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 107% of the fastest driver in the qualifying session.

Admission of drivers who have not qualified will be decided by the Race Director after a written application by the entrant/driver.

Drivers who do not achieve this qualification may be excluded from starting. The final decision in this respect will be taken by the Race Director.

Should circumstances force the cancellation the qualification session, then the times set in the last practice session will be used to determine the starting grid. The best practice time of the driver in

question determines the position on the starting grid for race 1, while the second-best practice time of the driver in question determines the position on the starting grid for race 2.

Should circumstances force the cancellation of both practice sessions and the qualification session, then the current championship positions at the beginning of the event will be used to determine the starting grid for the race and for the second race (for the first event of the season, the order of the vehicles will be determined by a draw, guest entrants will be placed at the back in the order of their competition numbers).

13.4 Starting grid

The starting grid for the races will be determined by the fastest times achieved in the qualifying session, except for the 10 fastest cars for the second race. These cars will compete in Q2 session that will determine start positions 1 to 10 in the second race.

The fastest time a driver achieved in the qualifying determines the starting grid in the first race in the event and for position 11 etc. in the second race.

The driver with the fastest qualifying time takes up the race from the first place on the grid. He is followed by the driver with the second fastest time, etc.

If one, or more than one driver has not set a lap time, they will be placed at the end at the back of the grid in the following order:

- a)** the drivers who have started a timed lap
- b)** the drivers who have not started a timed lap from the pit lane.

Drivers whose entire lap times were cancelled by decision of the Race Director, must in all cases start the race behind the aforementioned drivers at the back of the starting grid.

On display of the 3-minute signal at the latest, all competition vehicles must be standing on their wheels and must not be lifted again.

Q2 session

The first 10 competitors from the Q1 session are qualified for participation in the Q2 session. The fastest time a driver achieved in the Q2 session will determine the first 10 grid positions in that event's second race.

Minimum 5 minutes after Q1 session is finished, the Q2 session starts.

The cars that do not participate in the Q2 session are under parc-fermé regulations in the pit lane until the Q2 session is finished. Any work that is being carried out on these cars must stop at the chequered flag of the Q1 sessions. Only the cars allowed to take part in the Q2 session may be worked on after the chequered flag of the Q1 session.

Competitors who do not set any lap times in the Q2 session will be placed in position 10 in the start grid for the second race, but before competitors that were disqualified from the Q2 session. If more than one car does not set any lap times in the Q2 session, their start order will be determined by their Q1 session positions.

13.5 Starting modes

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

13.6 Races

The Porsche Carrera Cup Scandinavia 2022 consists of 6 race events organised as circuit races. At each event there will be two races. The races will run over a maximum race time.

Race 1: 20 minutes + 1 laps

Race 2: 30 minutes + 1 laps

* Race 1 and 2 at Fällfors & Rudskogen will run over 20 minutes + 1 laps.

Starting grid determined by the first qualifying session.

* Race 3 at Fällfors & Rudskogen will run over 30 minutes + 1 laps.

Starting grid determined by the second qualifying session.

In each race, the Race Director can add up to 5 minutes extra to the total race time distance in the event of a Safety Car period(s).

If a race is cancelled on account of force majeure or for safety reasons, the Sporting Committee reserves the right to reduce the number of races or to designate a replacement event.

12.7 Start procedure

Cars will be driven from the pre-start area to the starting grid using the route described in the Drivers' Briefing. The count down to the start of the race will be from the 10-minute signal.

Countdown to start of race:

- 30 minutes to start: competitors must be ready to approach line-up.
- 20 minutes to start: competitors must have entered line-up.
- 15 minutes to start: the drivers must be race-ready in their cars (enter pit lane).
- 10-minute sign / signal to start: pit exit opens, cars to the starting grid.
- 7-minute sign / signal to start: pit exit closes.

- 5-minute sign / signal to start: team-equipment must be removed from grid.
- 3-minute sign / signal to start: all except PCCS staff must leave the starting grid, only 1 team member per car may remain. No work allowed on the car.
- 1-minute sign / signal to start: ALL except PCCS staff must leave the starting grid and the pit wall. 1 team member is allowed at the pit wall to support the driver to line up on starting grid after formation lap/s. The team member MUST leave the pit wall as soon as the car has taken the starting position.
- 30 seconds sign / signal to start: all officials shall leave the starting grid.
- Green signal start of formation lap.

In case the race is declared "Wet Race" during the countdown procedure, all cars on the starting grid must follow the Safety Car back to the pit lane for a change to wet tyres.

It is possible that all cars on the starting grid will leave the starting grid for a change of tyres before the green signal is given for formation lap.

The countdown time may be stopped if the Race Director so decides.

In the event of matters outside the control of the Series, the countdown may be shortened by the Race Director. Any change to the countdown procedure will be communicated by the Race Director to the teams.

At the end of the count down, all cars will begin the Formation Lap. There will be one Formation Lap prior to each race, except on circuits that are shorter than 2100m when there will be two Formation Laps.

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

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

If a car cannot start under its own power or with the assistance of the marshals, then it will be pushed into the Pit Lane by the marshals. If the driver can restart the car, then he must wait in the Pit Lane until the race has started and then may join the race once the last car has passed the Pit Lane exit.

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

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

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

13.8 Aborting or suspending a race

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

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

- The start will be deemed null and void.
- Cars may be worked on but only in the pit lane. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race.
- Retired competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be the scheduled race distance less at least two laps or equivalent race time distance – the revised distance will be defined by the Race Director.
- The grid for the restart will be the original starting grid.
- Empty starting places on the grid, caused by drivers unable to restart or starting from the pit lane, will not be filled.
- Refuelling is prohibited.

If a race is aborted or suspended after the leading car has finished two complete racing laps, the race shall be deemed to be in two parts, the first of which finished when the leading car crossed the control (timing) line for the penultimate time before the race was stopped.

- The length of the second part will be the original race distance less the number of laps / race time distance completed by the leader in race one and less two further laps.
- The grid for the second part will be a standard grid with the cars arranged in the order in which they finished the first part. Gaps on the grid will be made up.
- Only cars which took part in the first start will be eligible and then only if they returned to the grid or pit lane under their own power by an authorized route.
- No spare cars or reserves will be eligible.
- No refuelling will be permitted.
- Cars may be worked on but only in the pit lane. Any car already in the pit lane or entering the pit lane
- after the red flag may start the race from the pit lane after all cars have started the race.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps / race time distance, then the race may not be restarted.

If a race is stopped before the full distance or time has been achieved and the race is not restarted, then the results will be declared on the basis of the classification order when the leading car crossed the control (timing) line for the penultimate time before the race was stopped.

Should a race be initially placed under Safety Car conditions but is then Red Flagged and does not resume then the results of the race will be determined by the passing of the control (timing) line by the leader and all following cars at the end of the lap before the Safety Car is deployed.

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

13.9 Change of weather conditions

1. For all sessions, a wet session or wet track is announced based on a decision by the Race Director by displaying the "wet session" or "wet track" board (messages will also be displayed on the electronic timing screens where possible). In this case, the decision is left to the competitors/drivers as to whether they wish to take appropriate measures (change tyres). Should the rain stop, or the track dry out before or during a session, the Race Director is not required to declare 'Dry Session' and tyre choice will remain open. Cars will not be required to continue having their lights on.

For all sessions, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time.

2. Once a session has started, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time without waiting for the Race Director to declare a "wet session" or "wet track".

3. At the start of a race, once the cars have left the paddock area and taken position in the pre-start, the pit crew equipment and tyre trolleys will go from the paddock into the pit lane.
4. If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions:

If there is a change in weather conditions prior to the start of a race, the following may apply:

- a. During the pre-start procedure
 - i. The Race Director will confirm where tyres may be changed and the procedure for doing so.
 - ii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
- b. During the start process (on the grid) before the formation lap
 - i. The drivers are shown the Start Delayed board.
 - ii. The Race Director will decide where teams may change tyres and issue instructions accordingly.
 - iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
- c. During the Formation Lap
 - i. The start is aborted.
 - ii. The Race Director will decide where teams may change tyres and issue instructions accordingly.
 - iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

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

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

See Part 2: Technical Regulations Article 2.7 regarding the use of wet weather tyres.

13.10 False start

The Race Director may use any video or electronic means to assist them in reaching a decision regarding false starts.

13.11 Safety Car

N/A

13.12 Finish

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

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

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

14. Protest and appeals

Protests and appeals shall be covered by the SBF Legal System and Code of Procedure.

Protest deposit – payable to the SBF:

National status SEK 5 000

Appeal deposit – payable to the SBF:

National status SEK 5 300

(Protest and appeal deposits are exempt from VAT)

The Sporting Committee shall be entitled to be party to any Appeal.

15. Exclusion of jurisdiction of a court and limitation of liability

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the SBF, their jurisdictions, the Stewards, the Series organiser, or the organizer as judge in terms of Swedish jurisdiction.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the SBF or its jurisdiction as well as of SBF representatives or the Series organizer, except in the case of a damage caused on purpose or by gross negligence, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.
- (3) Implied exclusions from liability shall remain unaffected by the above non-liability clause.

16. TV rights/advertising and television rights

All the copyright and sound and picture rights lie with Porsche Sweden, including the pictures which are adopted by television broadcasts on the Porsche Carrera Cup Scandinavia 2022. All television rights of the Porsche Carrera Cup Scandinavia 2022, including terrestrial broadcast as well as cable and satellite television broadcasts, all video rights, and all rights on the use of the complete electronic media, including internet, lie with Porsche Sweden. Any kind of recording, broadcast, repetition, or reproduction for commercial purpose, particularly also distribution via social media platforms, without written agreement of the Porsche Sweden is prohibited and can lead to high claims for compensation.

The organiser is entitled to use exclusively all rights of the teams and their drivers, particularly names, logos, team equipment and vehicle, for the production of interactive games of the race Series and to assign the rights to a third party for this purpose.

17. Specific Regulations

17.1 Paddock

The image of the Series and the participating teams must comply with a professional standard at all times.

For Paddock parking space regulations please see the Regulations SBF Mästerskapsracing 2022.

Only the team trucks shall have access to the Porsche Carrera Cup Scandinavia paddock. Small trucks and trailers shall only have access to the Porsche Carrera Cup Scandinavia paddock for the purposes of

loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles shall not have access to the Porsche Carrera Cup Scandinavia paddock at any time.

The precise times for setting up and dismantling the paddock will be determined by the Sporting Committee for each racing event and will be advised in writing at the latest 24 hours before the start of the racing event in the form of the 'Team Info'. These times must be strictly adhered to.

All trucks must be washed before they are parked in the paddock. The use of trucks and semitrailer roofs as well as lifting platforms as spectator platforms is prohibited.

17.2 Pit Lane allocation

Teams will be allocated a working area in the pit lane by the Series Organiser.

17.3 Instructions of the Series Organiser and Officials

Instructions of the Series Organiser, their personnel and nominated event officials must be followed at all times. In the event of failure of any competitor, team, team member, driver, guest, or other individual to comply with these Regulations, the Series Organiser will notify the Race Director who may impose a penalty including a fine of at least SEK 5000 and up to disqualification from the competition.

17.4 Publication obligation

N/A

17.5 Podium and Awards ceremonies

During the entire podium ceremony, the drivers on the podium must wear the caps of the tyre manufacturer on their heads with the logo at the front. The ceremony starts with ascending the podium and ends with leaving the podium after the group picture for the press.

It is mandatory for the winners of all Series awards to attend the end of season Porsche Carrera Cup Scandinavia awards and it is mandatory for the overall winner of the Series to attend the Porsche Night of Champions ceremonies.

Any breach of this regulation will be levied by the Series Organiser in respect of each individual award absentee unless explicit agreement has been given for their absence. Such agreement will only be given in exceptional circumstances.

17.6 Steward's Inquiries

N/A

17.7 Incidents

N/A

17.8 Penalties

At the individual events, the Race Director of the event is responsible for imposing penalties to the participants, including entrants, teams, and drivers in accordance with the SBF regulations and/or in the International Sporting Code.

In addition to the cases listed in the SBF regulations, Sporting Code and other regulations, the following circumstances or offences may also be penalised by refusing permission to participant, or disqualification of a participant from the competition:

- Non-compliance with the prerequisites for participation
- Non-compliance with the regulations in the code
- Advertising for brands that compete with the Series sponsors
- Unsporting behaviour
- Failure to comply with the instructions of the Series organizer
- Refusal to undergo a vehicle check that has been ordered

The costs for special investigations must be borne by the applicant when sports penalties are imposed.

The fact that penalties have been imposed by the Race Director does not rule out more extensive penalties by the relevant ASN or its sports disciplinary body. These disciplinary bodies shall also be entitled to disallow points won in Porsche Carrera Cup Scandinavia races.

In the case of disqualification from an event, the points gained for the relevant race shall be forfeited. In the event of exclusion from participating further in the Series, all points won up to that point shall be forfeited.

17.9 The Track

N/A

17.10 Environmental Regulations

a) General

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

b) Tyre Cleaning

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

c) Collection of Hazardous Liquids

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

18. Safety

18.1 Extrication exercise

At each event, the Series Organiser, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise. The Series Organiser shall, by rotation, nominate a team and driver to take part in the exercise. The team and driver must comply with this request and have the nominated car and driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition. Failure to comply with this regulation may result in a penalty.

18.2 Pit Lane safety

- a)** The maximum speed in the pit lane during practice, qualifying and each race is specified by the promoter in the Supplementary Regulations for the event (usually 50 kph) and will be monitored by the Race Director. Drivers exceeding the permitted maximum speed during practice or qualifying sessions may be penalised, including by Stop-Go penalties during either of those sessions or a drop of grid places for the race. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during practice and qualifying may face additional penalties for speed limit violation. Drive through or Stop-Go penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race.
- b)** The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car is strictly enforced. Any non-compliance will be reported to the Race Director and penalised at the full discretion of the Race Director. Engines must not be running while a car is on jacks or other temporary supports.
- c)** The outer (fast) lane is to be kept unobstructed to allow safe passage of cars at all times. It is the responsibility of each competitor to release their car from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- d)** Unless instructed otherwise by the Race Director, during all practice and qualifying sessions cars must be parked at an angle of 45 degrees, nose in towards pit garages, whenever they are stopped in the team's pit area. When a car is ready to leave its pit area, the car must be pushed backwards (not reversed under its own power) with a team member responsible for ensuring the car is released safely and without impeding other cars.

- e) The responsibility shall be on all drivers to take due care and drive within the pit lane speed limit. Drivers must respect the designated pit entry and must not cross the white line at pit exit, details of which will be provided in the Drivers' Briefing.
- f) All equipment must be kept in a safe position towards garages as soon as cars leave their pit areas at the start of and during practice, qualifying and races. Teams are instructed by the Race Director to park their cars at 45 degrees in their pit areas.
- g) Competitors, team members and drivers are responsible for the conduct and safety of their guests in the pit lane area. Guests must carry the correct credentials at all times. Any guest found in the pit lane without the correct pass will be excluded from the pit lane and the competitor will be reported to the Race Director. No person under the age of 15 is permitted in the pit lane at any time.
- h) Competitors, team members and drivers must ensure that their guests always respect the pit lane regulations and be vigilant at all times. To this end, it is the responsibility of each competitor and/or driver to give a briefing to each individual guest regarding pit lane safety.
- i) Competitors and team members must wear closed footwear in the pitlane at all times, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by team members.
- j) All work on cars in the pit lane must only be undertaken in the inner (working) lane. No work may be undertaken in the outer (fast) lane. When cars are waiting in the outer (fast) lane prior to exiting the pit lane at the start or restart of any practice or qualifying session or race, no work of any description may be undertaken on the car. It is permitted to use a forced air blower to cool the driver, but any such cooling equipment must be removed from the outer (fast) lane before the pit lane open signal is given.

18.3 General safety

- a) Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pitlane under its own power.
- b) At any time whilst on track, drivers may only use the track and must always observe the provisions of the International Sporting Code and these regulations relating to driving behaviour on circuits.
- c) If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help;

however, if any mechanical assistance is required to move the car, then the car will not be permitted to re-join. A driver who abandons a car must leave the steering wheel in place.

- d)** A car's lights must be illuminated at all times when it is running on treaded tyres and/or on a track that has been declared wet and/or the "lights on" board has been shown. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- e)** Should any session or race run into dusk or darkness all cars must, on the Race Director's instruction, have two front headlights and two rear red lights illuminated. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- f)** Throughout all sessions there will be a green/red flag/light at the pit exit. Cars may only leave the pit lane when the green flag/light is on.
- g)** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- h)** In the Drivers Briefing, the Race Director may define a time and place for practice starts. It is forbidden to undertake a practice start at any other time or place.
- i)** At the end of any session or race, each driver may cross the Control (Timing) Line only once.
- j)** Team personnel are not permitted to ride on the tyre trolleys or on buggies (or the like) apart from using the specific seats provided with the vehicle.
- k)** All drivers must complete and pass all sections of the Edubreak e-learning test provided by the DMSB. An email link will be provided by the Series Organiser. The competitor must ensure that each driver has completed the test in 2022 before taking part in the driver's first competition of the Series.
- l)** Only small two and four-wheeled motorised paddock vehicles may be used within the paddock. These vehicles may only be used when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. Private cars and vans are not considered as paddock vehicles.
- m)** The speed limit in the paddock at each venue is 10 kph.
- n)** Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each event.

- o) All paddock vehicles that require personnel to be on the roof (i.e., to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof.

19. Place of jurisdiction

As far as there is no exclusion of jurisdiction and claims against Porsche Sweden are asserted and a jurisdiction clause pursuant Legal jurisdiction agreement is admissible, the company headquarters of Porsche is herewith agreed as place of jurisdiction.

20. Acceptance of the regulations

With the signature on the 'Application for Entry' or on the 'Application for Guest Entry' each entrant and driver of the Porsche Carrera Cup Scandinavia confirms the acceptance of these regulations, including the SBF provisions and the FIA International Sporting Code and appendices.

If required during the season, the Porsche Carrera Cup Scandinavia regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorization by the SBF.

This information is to be provided in writing, for example in a bulletin.

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.

Cars of the type/model Porsche 911 GT3 Cup, type 992 (a special series produced by Porsche AG), of the model year 2021, 2022 and Porsche 911 GT3 Cup, type 991 II (a special series produced by Porsche AG), of the model year 2017, 2018 and 2019 which fully comply with these Regulations are eligible to participate.

The cars must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered SBF Technical Passport or the corresponding document of another ASN associated to the FIA.

A change of cars is prohibited.

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

1.2 Principles of the Technical Regulations

In accordance with:

- ☒ Art. 251 and 277 (group EII-SH) of Appendix J (FIA ISC)
- ☒ 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

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

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 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 9 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 SBF).

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 to immediately rectify any error or omission.

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

The use of an FIA approved FHR/HNRS 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 with an electric pump may be used.

Prior to installation it must be approved by the Technical Scrutineers.

Installation needs to be fixed using metal hardware and be able withstand a crash of 30G.

1.4.3 Cooling system

A cooling system with cooling vest may be used.

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.

Installation needs to be fixed using metal hardware on the auxiliary weight base plate and be able withstand a crash of 30G.

1.5 General regulations

It is not allowed to use glycol-based antifreeze in the engine cooling system during race weekends in Porsche Carrera Cup Scandinavia. If there is antifreeze in the system it must be drained and the cooling system refilled with minimum 2 litres of anti-corrosion agent, Porsche spare part number 9F0.100.628 and approximately 20 litres of water.

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 confer 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

It is the Competitor's responsibility to ensure that at all times during a competition the mandatory minimum combined weight of the car with empty fuel tank, Driver equalisation weight and the Driver (together with all Driver equipment) is reached. At no time during a competition is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for technical scrutineering, is on the track or in Parc Fermé.

The mandatory combined minimum car and Driver weight (together with all Driver equipment and equalisation weight) will be announced by the Race Directors' Bulletin before the first event.

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

The checking of the weights of the cars and Drivers will be conducted on the "official scale" which will be located in the Series Technical Scrutineering tent or in an alternative designated place. This is also

the weighing area.

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 9. No other ballast weights or locations are permitted.

1.6.3 Minimum car weight

The minimum weight of a car will be announced by the Race Directors' Bulletin before the first event. The minimum weight of a car consists of:

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

1.6.4 Minimum driver weight

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

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

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 the driver (together with all driver equipment) are weighed in combination, the weight plus 2.0 kg of weighing tolerance shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

If the car and the driver (together with all driver equipment) are weighed separately on the official scale, 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.

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/her vehicle, he/she must go directly to the weighing area to determine his/her weight.

1.6.12 Determining the driver weights

The drivers can be directed by the technical scrutineers to Porsche Technical Centre for weight check immediately after practice, qualification, and race.

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

1.6.13 Replacement and loss of car parts

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

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

1.6.14 Parc Fermé rules for 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.

It is the Competitor's responsibility to ensure that the car entered by him can be brought directly to the weighing area when instructed by the 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.

1.6.15 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, subject to the Race Director being satisfied with regard to the 107% qualifying requirement.

Falling below the minimum weight in the race will result in disqualification from the points classification for the race and disqualification from the race classification.

1.6.16 Regulations on the route to and in the weighing area

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

1.7 Emissions regulations

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

1.8 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).

1.9 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 2:

The advertising decals, logos, driver name and competition numbers as specified by the Series Organiser, must be affixed to all competing cars during the practice, qualifying sessions, and races of the Series. The size, type, quantity, and positioning are determined and announced in the "2022 Sticker Regulations". The sticker regulations are agreed with the SBF.

The "Badge Regulations 2022" and "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 Competitors' own advertising labels. The clearance between such advertising and the mandatory labels and competition number shall be a minimum of 30 mm.

Cars of a team with virtually identical liveries must have clearly different 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 2022' (Attachment 2).

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 Dr. Ing. h.c. F. Porsche AG. The teams (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 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 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 reserves all rights for the promotional use of sporting successes without paying separate fees.

1. 10 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)

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

1.11 Fuel type and single fuel

1.11.1 The following single fuel must be used:

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 Aspen.

Contact	Sonny Bäck
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.

1.11.2 Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. The Competitor must ensure that at any time from the commencement of pre-start for any session or race until the car is released from Parc Fermé at the end of the respective session or race (subject to removal of fuel for the weighing procedure), a minimum of 2.0 kg of fuel can be taken from the corresponding removal point (defueling coupling of the fuel cut-off valve) in the luggage compartment.

These samples must be identical to the reference fuel taken from the fuel supplier designated above.

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

1.11.3 Refuelling, Refuelling installations and control

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

Fueling and refueling of the cars during free practice, qualifying and the race is 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 digital notice board before the first session of each day. At no time is the temperature of the fuel in the car 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 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fueling 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 fueling 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 fueling system specified using a suction pipe.

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

unauthorised personnel be permitted in this area at any time during the fueling operation; it is the responsibility of the Competitor to ensure that such persons are excluded from the area.

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

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

1.12 Technical definitions

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

2. Specific Technical Regulations

2.1 General information

General car description: Porsche 911 GT3 Cup (992), MY 2021, 2022

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

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max.rpm: 8,750 rpm
- Single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converter
- 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 car 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 permitted to be undertaken at 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 Race Director.

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 are permitted to be used.

The engine electronic control unit incl. the complete wiring harness must be used without modifications.

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

The Technical Scrutineers need to be informed in writing of VIN and ECU number if an electronic control unit has the capability of traction control and is used in an event. Traction control must be disabled at all times throughout the event.

2.2.3 Exhaust system

See General car description (item 2.2).

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 Series event is prohibited.

2.3 Power Transmission (gearbox/differential lock)

2.3.1 General description

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

Ring & pinion gear	15/23 i = 1.533
Final drive	16/39 i = 2.438
1st gear	13/41 i = 3.154
2nd gear	17/40 i = 2.353
3rd gear	19/36 i = 1.850
4th gear	20/37 i = 1.526
5th gear	24/30 i = 1.250
6th gear	28/30 i = 1.071
- Internal pressure-oil lubrication with active oil cooling via oil-water heat exchanger
- Mechanical limited slip differential
- Three-plate sintered metal race clutch
- Paddle shift with electronic shift barrel actuator

2.3.2 Ramp breakover angle

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

2.3.3 Transmission emergency function

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

2.4 Lubrication system

Lubricants

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.

2.5 Brakes

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

2.5.1 General description

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

- Racing brake pads
- Optimized brake ducts
- Ergonomic brake pedal positioning
- Derivative sensors & harness for retrofitting an ABS system

Only standard master brake cylinders are permitted for the 2 brake circuits on the:
Front axle (diameter: 19.1 mm) and Rear axle (diameter: 15.9 mm).

Front axle:

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

Rear axle:

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

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 Carrera Cup Scandinavia, 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 Carrera Cup Scandinavia, provided that all components are fitted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions:

- ABS ADAPTER HARNESS
- G sensor ABS and TC

2.6 Wheel Suspension

Forged control arms & top mounts:

- Stiffness optimized
- Heavy-duty spherical bearings with dust protection
- Wheel hubs with centre-lock wheel nut
- Shock absorbers with motorsport specific valve characteristic, non-adjustable
- Double-blade-type adjustable anti-roll bars
- Tire pressure monitoring system

2.6.1 General description front axle

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

2.6.2 General description rear axle

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

2.6.3 Allowed adjustments

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained. The maximum permissible combined thickness of the camber spacer washers is:

- Front axle 20.0mm
- Rear axle 15.0mm

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

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

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

All bearing points of the front and rear control arms must be left in the position in which they are delivered.

The adjustment of the excentre screw at the front upper control arm mounting bracket, within its specified setting range, is permitted.

2.6.4 Anti-roll bars

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

The axial clearance of the anti-roll bars on the front and rear axles must be below 1.0mm. Designated shims shown in the spare parts catalogue are permitted to be used to compensate for the axial clearance.

2.6.5 Shock absorbers/springs

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

2.7 Wheels (flange + rim) and tyres

2.7.1. General description

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

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

2.7.2 Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original type of tyre pressure and temperature sensors. Only the use of valve caps mentioned in the respective spare parts catalogue is permitted and they must be fitted for all sessions at all events.

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

2.7.3 Tyres

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

All new tyres which the competitor intends to use during an event, must be collected from the specified supplier in conjunction with that event.

Slick tyres

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

Rain tyres

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

For the first event following any change in 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 practice session and a maximum 2 sets before the qualifying session. For the 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.

Dr. Ing. h.c. F. Porsche AG suggests that all Competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up.

Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the official tyre supplier. Should the tyre manufacturer prescribe a rotational direction for its tyres, then any departure from the manufacturer's recommendation is prohibited.

2.7.4 Tyre marking

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

At each event, and for the duration of each event, a maximum number of sets of slick tyres for the front axle and rear axle of each car can be marked by the Technical Scrutineers as per the table in Attachment 8 (a set of tyres is defined as two front and two rear tyres.)

The point of time for tyre marking and release is published in the Internal Event Schedule (e.g., tyre marking, slick tyres, tyre marking rain tyres, tyre pick-up).

Additionally, at every event a maximum number of sets of rain tyres for the front axle and rear axle of each car can be marked by the Technical Scrutineers as shown in the table in Attachment 8.

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) outside the respective team awnings.

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

2.7.5 Ordering of tyres

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

2.7.6 Practice

For the practice session, only slick tyres and rain tyres as shown in the table in Attachment 8 must be used.

2.7.7 Qualifying and Race

Only the tyres marked for the relevant event are permitted to be used for the respective qualifying and race (slick and rain tyres); as shown in table in Attachment 8.

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 practice (where this is provided for) or used during practice may not be brought into the pit lane for, or used during, qualifying or the race.

2.7.8 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 2022 season of the Porsche Carrera Cup Scandinavia., the tyres rules as shown in table in Attachment 8 will apply.

At the first competition for Guest Drivers with a competition number which is the first time the particular competition number is entered into the 2022 season of the Porsche Carrera Cup Scandinavia, the tyre rules as shown in the table in Attachment 8 will apply. For Guest Drivers who enter under the same competition number for a second or more Guest Entry, the table allows the option to choose either Rule 1 or Rule 2 for practice.

These options may not be combined.

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 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.

It is not permitted to replace more than one tyre throughout a complete event without penalty. If more than one tyre needs to be replaced throughout the duration of an event, the relevant car will start the next race from the last position on the starting grid. Where a tyre is replaced after a race, this will be deemed to have taken place during that event and any consequent penalty will be applied to the relevant starting number at the next race in which it takes part. The 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.

2.7.12 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 use of heated covers, materials or other means that change or preserving the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session it is forbidden to cover the approved tyres. 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 transmitted to the Competitors. The Competitors must compare the barcodes of the tyres with those of the tyre logs.

Any discrepancy between the listed barcodes and the barcodes of the tyres must be communicated by the Competitor to the Technical Scrutineers in writing no later than one hour before the beginning of pre-start for the session in which the respective tyres may be used for the first time. If there is no such communication, this will be deemed as implicit acceptance of the received tyre logs.

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

2.8 Bodywork and dimensions

2.8.1 General description

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

- Fenders with extensions
- Widened front bumper with spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations

Lightweight exterior:

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

Modified 911 cockpit:

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

Colours:

- Body painted with water-based paint
- Exterior: GT-silver-metallic (M7Z)
- Interior: GT-silver-metallic (M7Z), without clear lacquer finish
- Rims: Platinum semi-matt (OB5)
- Rear wing in naked carbon

2.8.2 Overall vehicle dimensions and overhangs.

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

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

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

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

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

2.8.3 External bodywork (including windows)

The delivery status of the bodywork must be preserved.

2.8.4 Windscreen

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

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

2.8.5 Side and rear windows

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

2.8.6 Cockpit

Seat

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

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

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

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

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

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

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 original seat mounting (seat rails and bracket) must be retained and must not be modified. The provisions of FIA International Sporting Code Appendix J Article 253 - 16 must be complied with at all times.

Ventilation in the passenger compartment

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

Safety nets

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

2.8.7 Additional roof hatch accessories

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

2.8.8 Ground clearance of car

The minimum ground clearance of the ready-to-drive car (with the driver in the car 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 event.

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

range.

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

2.8.9 Measurement method

The measurement of the minimum ground clearance is conducted on the measuring plate in the technical scrutineering area. The measuring plate is available to the participating teams to check the minimum ground clearance at all times in consultation with the Technical Scrutineers.

The minimum ground clearance is checked using an appropriate height gauge for the axle to be measured in each case. The measurement is checked with the ready-to-drive car including the Driver on board, standing on the measuring plate. If the measuring gauges can be correctly accessed under the measuring points described above, the requirement to comply with the minimum ride height is satisfied. Any measuring tolerances will be taken into account by the Technical Scrutineers.

The Technical Scrutineers may at any time at their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective competition number and used during the session that the check is performed during or after. The Technical Scrutineers may also use instruments such as callipers or depth gauges to determine the car's ground clearance.

2.8.10 Failure to reach minimum height

Failure to reach the minimum ride height during the qualifying session may be penalised with the deletion of the times achieved by the Driver concerned. The Driver may be permitted, however, to take up the race from the last place on the starting grid, subject to the Race Director being satisfied with regard to the 107% qualification requirement. Failure to reach the minimum ride height in the race may result in disqualification from the points classification for the race.

2.9 Aerodynamic devices

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

It is permitted to tape over the full area of the headlight lenses with transparent Heli tape. Taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted.

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

Any alteration or amendment outside the above set parameters will render the car non-compliant with

the Technical Regulations and may be subject to penalties from the Race Director.

2.10 Electrical equipment

General description

- 10.3" Porsche colour 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 Lightning System

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

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

- AS SENSOR GPS

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

2.10.1 Data Transfer

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

2.10.2 Radio System

The use of the radio system is allowed according to the regulations SBF Mästerskapsracing 2022 paragraph MR 7.14. 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.

2.10.3 Data Recording

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

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

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

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

2.10.4 Timing Transponder

Only a permanent Mylaps transponder is allowed to be used throughout the entire competition. The timing transponder must be mounted as shown in Attachment 7.

2.10.5 Cameras

Only in-board or on-board cameras which have been approved by the Series Organiser and/or FOWC for legal sporting matters and TV purposes are permitted to be used. All participants are obliged to fit and use the TV cameras assigned by the Series Organiser

The Series Organiser shall have full and unrestricted access to all cameras fitted in any car during an event.

It is compulsory to have a "Vbox videologger" and its corresponding installation parts installed and working during all events of the series.

Part numbers of the system is:

VBOX VIDEO (HD2) Twin Cam: MR000178
Connection kit 992Cup: MTH999021A

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

The Competitor and Driver is responsible that the corresponding SD memory card is attached, and that system is recording during all events.

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.

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.

2.11 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)
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 disqualified 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".

2.11.2 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" or "1" related to what type of exhaust system that is assigned for the event as per bulletin from the Series organiser.

2.11.3 Additional fixation rear brake air duct

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

2.11.4 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).

2.11.5 Other radio-based or electronic devices

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

Part 3: Attachment / Drawings

Attachment 1 – Badge Regulations 2022*

In due time prior to the first event, all competitors entered for the 2022 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' racing overalls homologated in accordance with FIA Standard 8856-2000 the following applies:

Embroidery sewn directly onto the drivers 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.

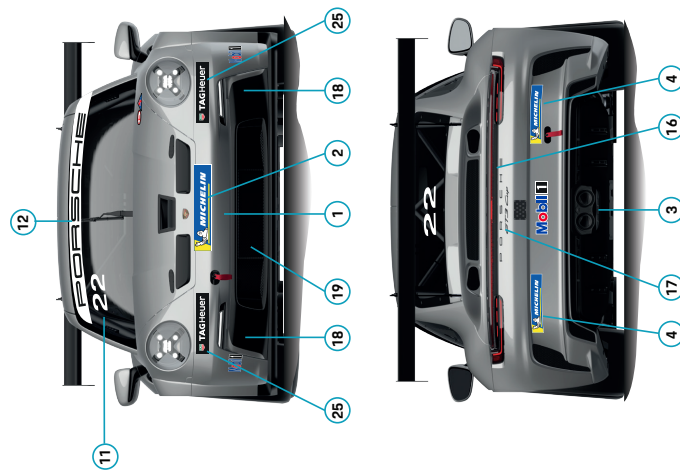
Please use the following positions for the affixing of obligatory badges:



- 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)

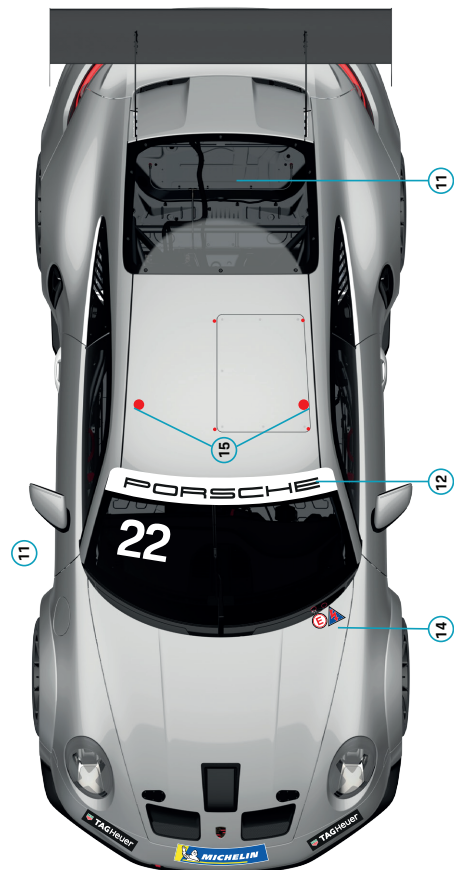
* Subject to amendments.

Attachment 2 – Sticker Regulations 2022*



PORSCHE
CARRERA CUP
SCANDINAVIA

Sticker Regulation 2022



Number	Quantity	Size (mm)	Colour	Logo/Symbol	Positioning
1	1	527 x 97	Black or White	Reservation PCCS	Front bumper
2	1	557 x 120	Original Colours	MICHELIN	Front bumper
3	1	280 x 66	Original Colours	MOBIL1	Rear bumper, affixed on delivered plate
4	2	280 x 56	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	210 x 77	Black or White	HUGO BOSS	Side area left and right
10	2	35 height	Black or White	www.carreracup.se	A-pillar, left and right
11	2	200 height	White	Driver Name + Competition number	Windscreen top right Rear window top centre
12	1	1244,5 x 133,7	White	PORSCHE	Windscreen
13	2	280 x 66	Original Colours	MOBIL1	Front bumper left and right
14	1	207 x 107		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	526 x 29	Black or White	PORSCHE	Rear lid
17	1	207 x 107	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	360 x 308	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	255 x 50	Original Colours	TAG HEUER	Areas above daytime running light unit

1. The sticker positions 1–25 is 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

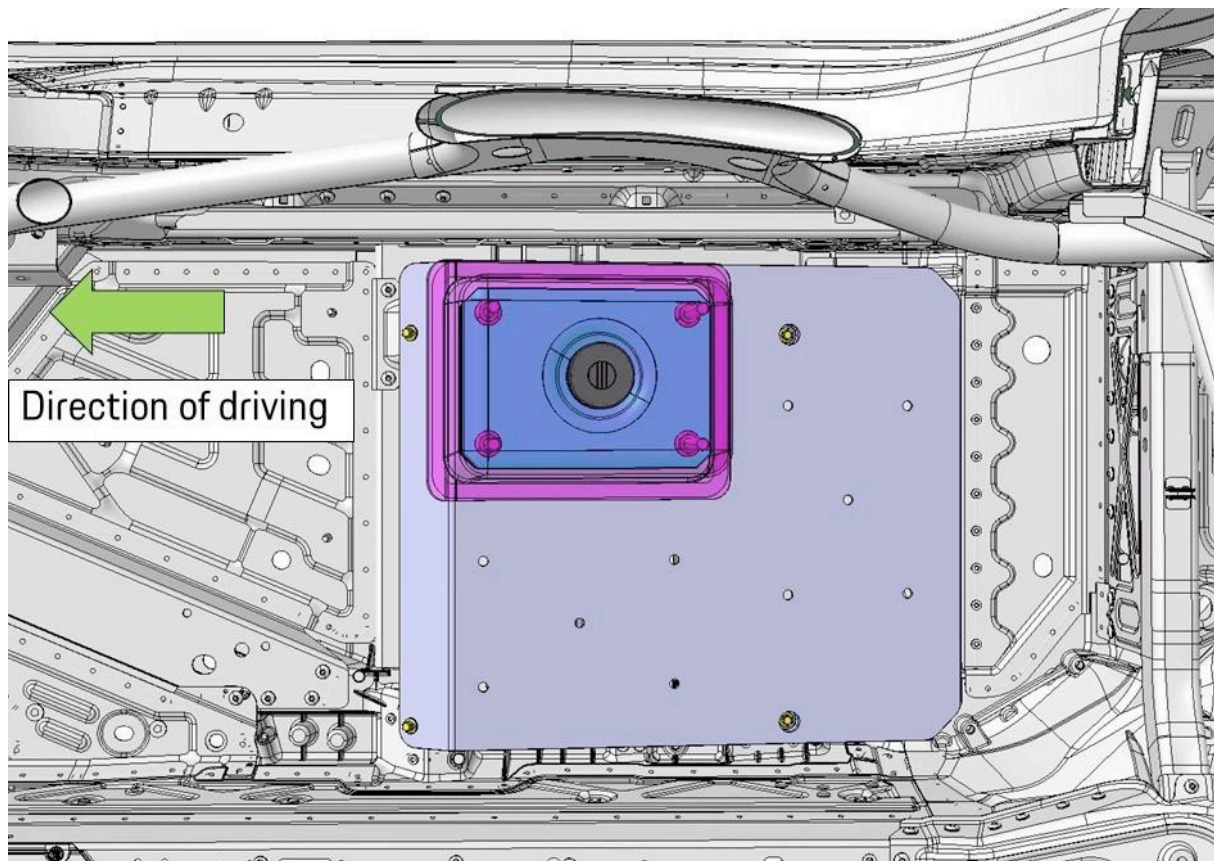
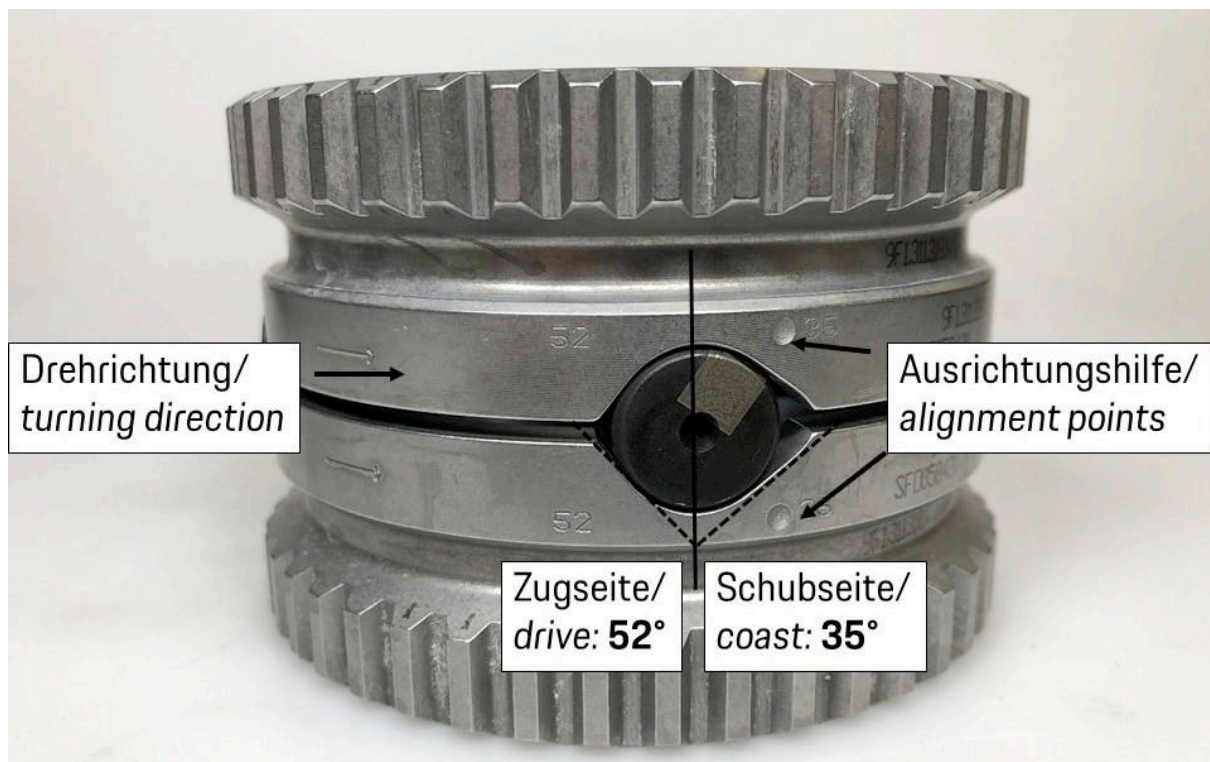
Team sponsors who are competitors of the official Series partners of Porsche Sweden are generally not permitted. It is therefore prohibited to communicate advertising on the vehicle for companies and products that are in competition to Porsche Sweden or its Series and cooperation partners. With regards 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.

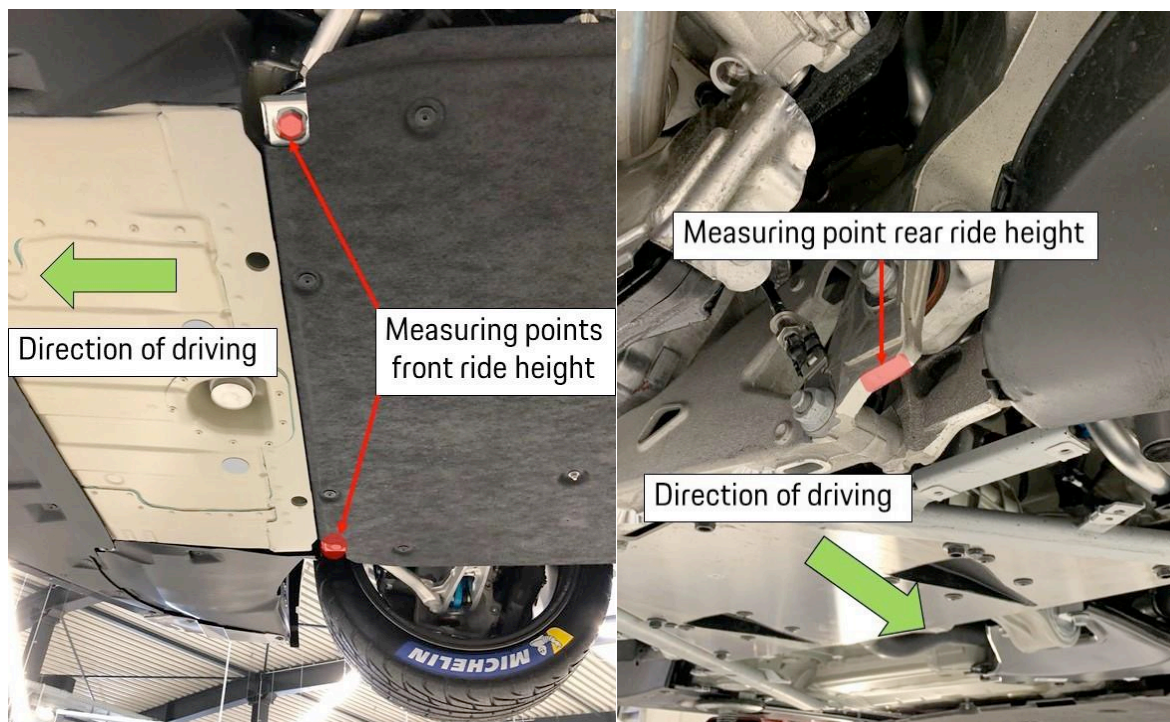
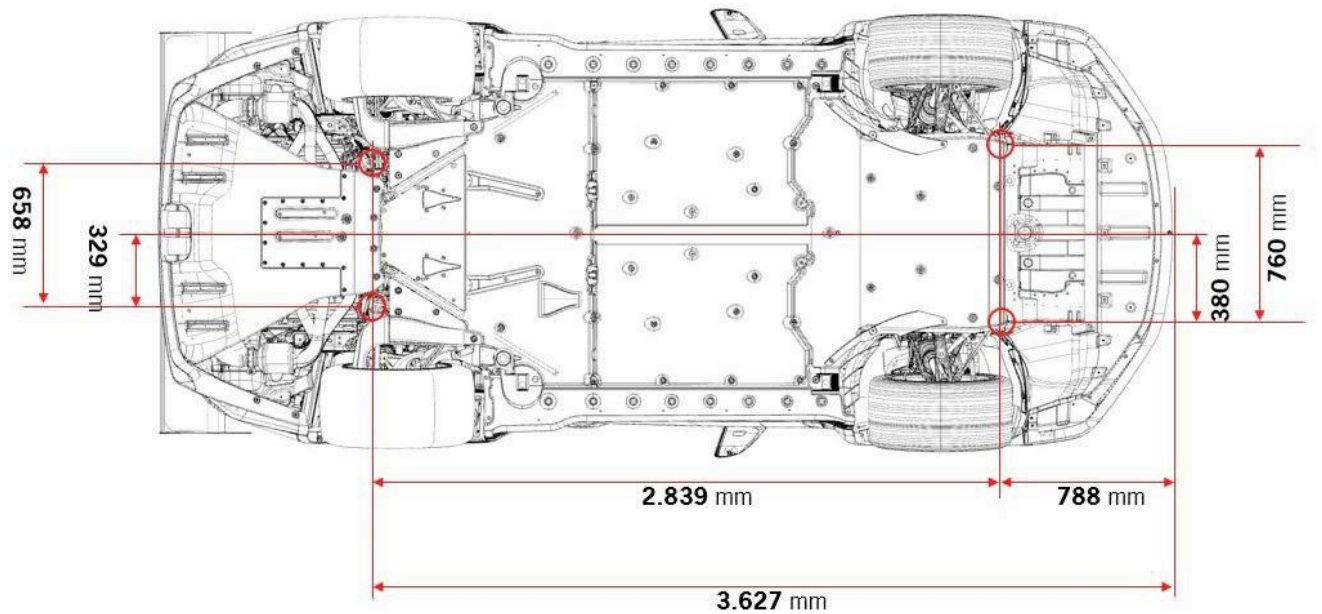
The current status can be requested from the Series organizers where necessary. For questions or additional information, please contact Porsche Sweden directly.

* We reserve the right to make changes.

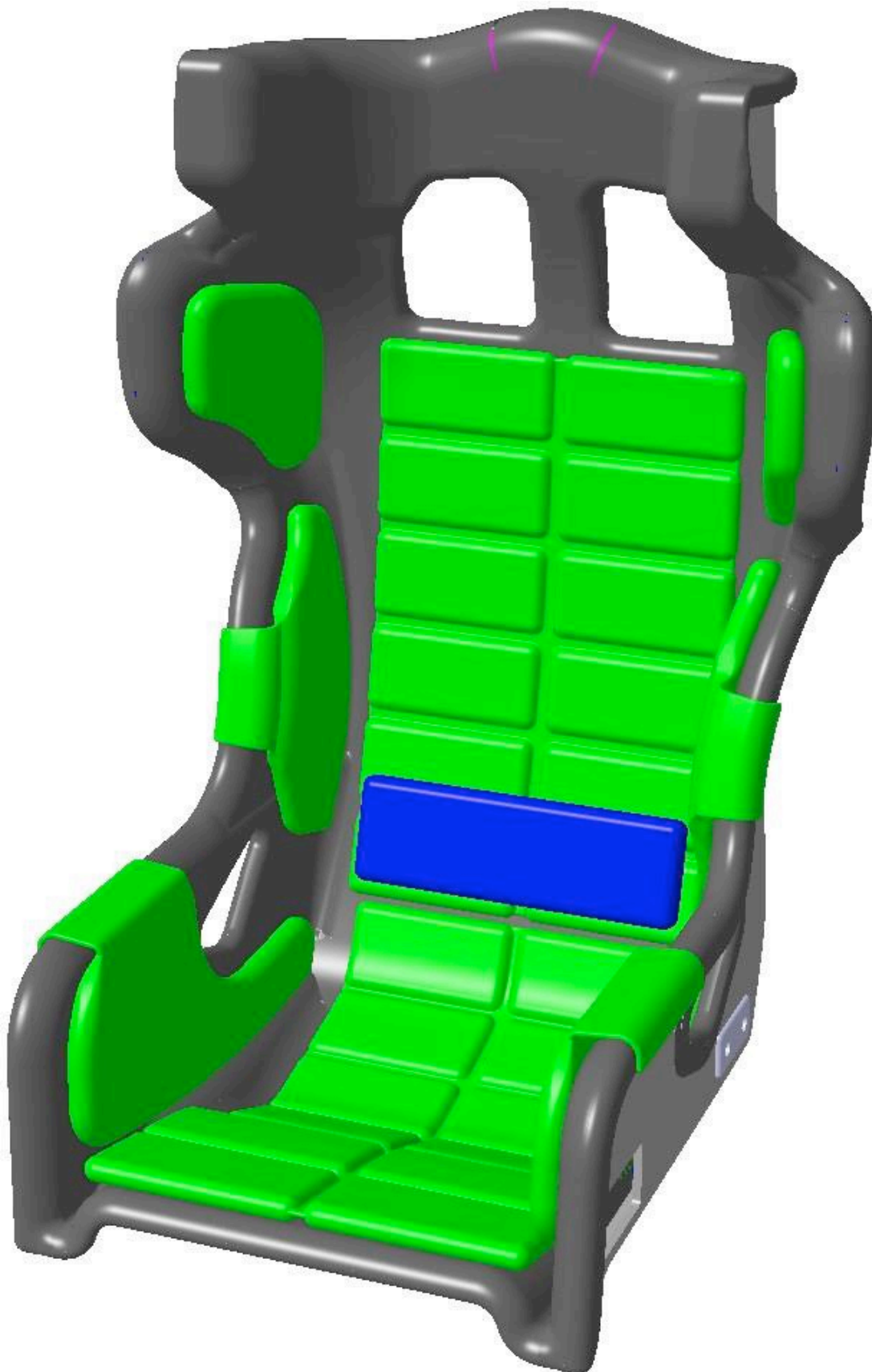
Attachment 3 – Ballast weights**Attachment 4 – Differential lock ramp breakover angle**

Attachment 5 – Ride height measuring points

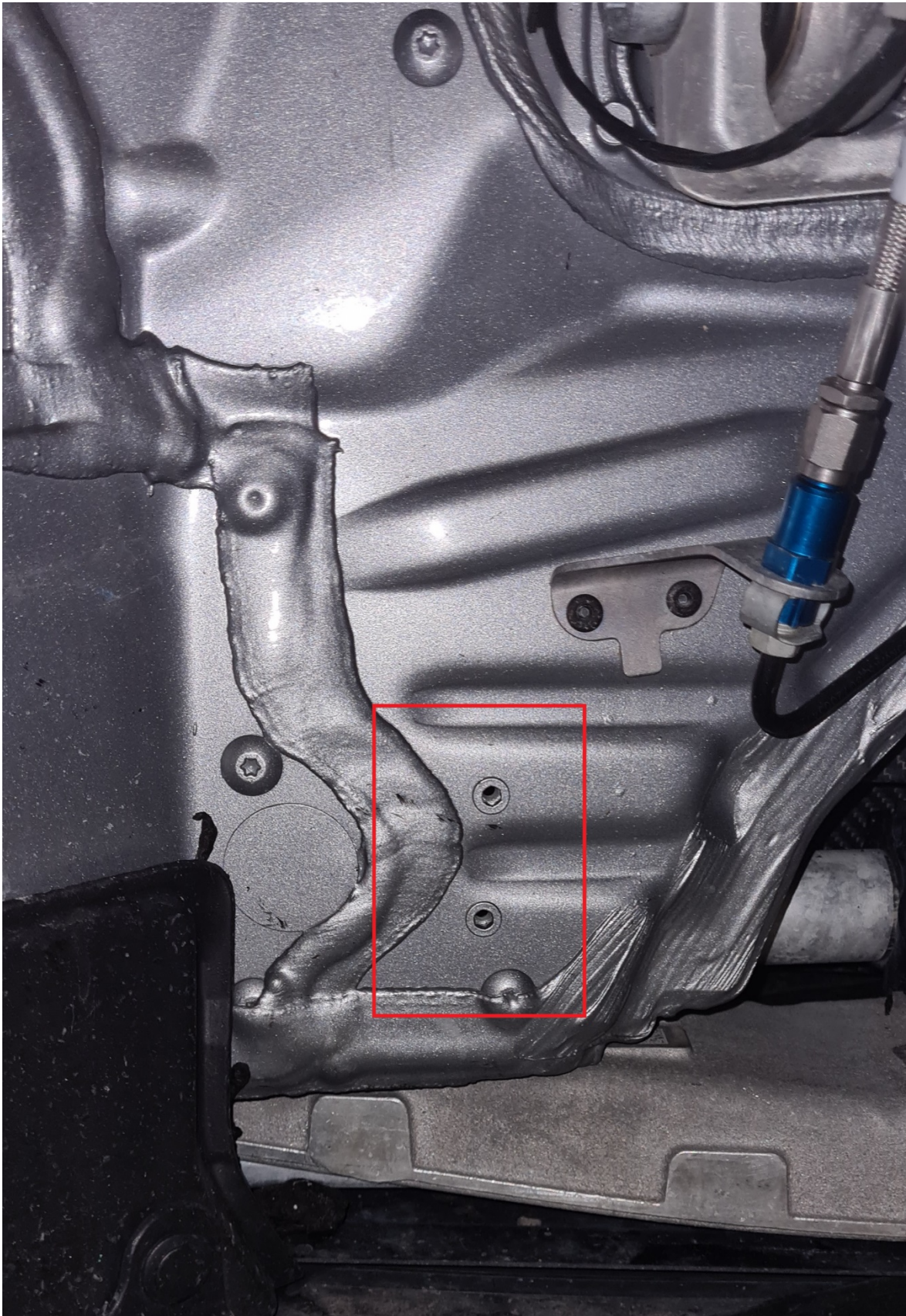
Positionen Fahrhöhenmesspunkte/ ride height measuring positions



Attachment 6 – Seat padding



Attachment 7 – Timing Transponder Position



Attachment 8 – Tyre Table

	Rule 1	Rule 2
Race event	Opening event (first race event of a permanent starter, 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	<p>Max. amount: 4 sets</p> <p>Tyre marking: max. 2 sets (new) before practice sessions.</p> <p>These 2 sets can only be used in the practice sessions.</p> <p>max. 2 sets (new) before the qualifying session.</p> <p>These 2 sets can only be used in the qualifying session and races.</p> <p>Used slick tyres must not be used.</p>	<p>Max. amount: 4 sets</p> <p>Tyre marking: max. 2 sets (used) previously marked.</p> <p>These 2 sets can only be used in the practice sessions.</p> <p>max. 2 sets (new) before the qualifying sessions.</p> <p>These 2 sets can only be used in the qualifying session and races.</p> <p>For the practice sessions, only previously marked tyres which are allocated to the relevant start number, and which were used in a previous race event of the Porsche Carrera Cup Scandinavia 2022 can be used.</p>
Rain tyres	<p>Max. amount: 2 sets</p> <p>Tyre marking: max. 2 sets before qualifying session</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>	<p>Max. amount: 2 sets</p> <p>Tyre marking: max. 2 sets before qualifying session</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>
Slick tyres for 3 heat events	<p>1 additional set is allowed for each of the 3 heat events (Fällfors & Rudskogen) for qualifying sessions and races.</p> <p>Total max. amount of 3 sets for qualifying and races at these two events.</p> <p>This extra set of tires can be used as previously marked tires in the practice sessions during the season.</p>	<p>1 additional set is allowed for each of the 3 heat events (Fällfors & Rudskogen) for qualifying sessions and races.</p> <p>Total max. amount of 3 sets for qualifying and races at these two events.</p> <p>This extra set of tires can be used as previously marked tires in the practice sessions during the season.</p>

Attachment 9 – Alternative Part Number Reference Table

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



20
22

PORSCHE

CARRERA CUP
SCANDINAVIA

Edition 01 / 2022