

**PORSCHE**

**CARRERA CUP  
SCANDINAVIA**



# Sporting & Technical REGULATIONS

# 2026



General Regulations for Series run on Circuits / Automobile Sport  
(as on 15-03-2026)

**Name of the Series:** Porsche Carrera Cup Scandinavia  
**SBF Visa Number:** RA-protocol 02/26  
**Status of the Series/Events:** Swedish Championship GT



Porsche Sweden, hereinafter called the Series Organiser, is hosting the Porsche Carrera Cup Scandinavia for 2026.

**Organisation:** Porsche Sverige  
Volkswagen Group Sverige AB  
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## 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).

It will be run in conformity with theses Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of Article 277 of Appendix J to the FIA International Sporting Code.

The Series will be run according to the Regulations of SBF Mästerskapsracing 2026 (MR), 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 2026 consists of 6 race events organised as circuit races. At each event there will be 2 races. However, the Series Organiser reserves the right, in cooperation with SBF, Racing Commission, to invoke the provisions of SBF Regulations (MR, G and RA) should circumstances mean it is not possible to run all 6 race events or all 12 races.

The Series is supported by the following companies\*:

Michelin Reifenwerke AG & Co. KGaA  
ExxonMobil Oil Corporation - Mobil 1

\* Subject to change

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

## 2. Organisation

### 2.1 Series Organiser

Porsche Sweden, hereinafter called the Series Organiser, is hosting the Series in 2026.

The permanent office address of the Series Organiser is:

Porsche Sweden  
Smista allé 44  
141 74 Segeltorp  
Sweden

#### Contact

Martin Wisnander, Project Manager Motorsport

Mobile +46 (0)8 120 811 55

E-mail [martin.wisnander@porsche.se](mailto:martin.wisnander@porsche.se)

Homepage [www.porsche.se](http://www.porsche.se)

### 2.2 Name of the parent ASN

SBF - Swedish Automobile Sports Federation

Box 705

191 27 Sollentuna, Sweden

Homepage: [www.sbf.se](http://www.sbf.se)

E-mail: [mailbox@sbf.se](mailto:mailbox@sbf.se)

### 2.3 ASN visa/Registration number

The Series is based on these Sporting and Technical Regulations and has been approved by the Racing Commission (Racingutskottet) of the SBF on 10.02.2026 (RA-protocol 02/26).

## 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 Directors
- The Series Technical Delegates
- 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 Directors
- 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, other than those which fall within the exclusive remit of the officials of the events, 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-licence
Race Director	Emma Malmros	8513	SBF-licence
<u>Race Director</u>	Jonas Engqvist	117713	SBF-licence
Assisting Race Director	Josephine Lind-Olsson	150743	SBF-licence
Permanent Steward	Mikael Karlstedt	9786	SBF-licence
Driver Observer	<u>Björn Wirdheim</u>	<u>102923</u>	<u>SBF-licence</u>
Technical Delegate	Per Wärmlund	2360	SBF-licence
Technical Support Delegate	Johan Karlsson	137276	SBF-licence

\*See also relevant Supplementary Regulations for each event.

### 3. Regulations and legal basis of the Series

This Series is governed by the following regulations:

- Sporting and Technical Regulations of this Series and the SBF approved modifications and supplements (bulletins).
- Supplementary Regulations for Series events including modifications and supplements issued by the SBF (bulletins). Where any aspect of the Sporting Regulations must be adapted for a specific event, the provisions of the Supplementary Regulations for that event will take precedence over the Sporting Regulations;
- SBF Mästerskapsracing [2026](#);
- SBF Regulations;
- SBF Circuit Regulations, except where any special regulations are set out in the rules presented here;
- SBF Licence Regulations;
- SBF Decisions and Provisions;
- SBF Environmental Guidelines;
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Code and WADA Code);
- Anti-Doping and Anti-Alcohol Regulations of the FIA;
- The 'Application for Entry' or the 'Application for Guest Entry' signed by the Competitor/Driver;
- FIA Code of Ethics and SBF Code of Ethics;
- FIA International Sporting Code (ISC) and its appendices;
- Other FIA and SBF regulations as applicable.

#### 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 specified in Art.3 (Regulations and Legal Basis of the Series) 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 an event

- a) The participants (Competitors, Drivers, car owners, team members, registered keepers and team guests) attend and take part in any Series event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the cars used by them, as far as no exclusion of liability has been concluded.
- b) The Supplementary Regulations for Series events may only be changed by the Series Organiser in cooperation with SBF. Once the event starts, changes in the form of bulletins may only be made by the Race Directors 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 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 organisers respectfully,
- Follow the laws and the rules of the sport, exemplify, and promote fairness together with the rules of conduct,
- Neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.
- Always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- Use resources in a sustainable way, giving priority to the well-being, safety, and satisfaction of others before their own personal goal,
- Always comply with the purpose of the sport,
- Inform those 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 Directors 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 Directors 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 and Series Classification

### 4.1 Applications/entries, closing dates and acceptance information

The Competitor 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 2026.03.15. The Series Organiser reserves the right to accept late applications.

#### 4.1.1 Permanent Team Application

N/A

#### 4.1.2 Permanent and Non-Permanent Driver Application

N/A

#### 4.1.3 Guest Team Applications

The Series Organiser may permit Guest Teams to participate in individual competitions. Guest Teams may take part without being eligible for points for the Team Classification on condition that they comply with the conditions of the Series Regulations and of the Supplementary Regulations for the relevant event.

Guest Teams should apply for participation in a single competition no later than 2 weeks prior to the start of the relevant competition (ISC Art 2.1.7.a refers) using an "Application for Entry" (as supplied by the Series Organiser) which must be sent to the Series Organiser.

The Series Organiser reserves the right to accept or reject 'Applications for Entry' that arrive after this time limit.

There is no automatic entitlement to acceptance or participation in the Series.

#### 4.1.4 Guest Driver Application

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. For the final race weekend at Mantorp Park, guest drivers do not score any points. Priority in the acceptance of entries will be given to the registered entrants.

Guest Drivers should apply for participation in a single competition no later than 2 weeks prior to the start of the relevant competition using an 'Application for Driver Entry' which must be sent to the Series Organiser. The single-entry fee is due as indicated in the 'Application for Entry'.

The Series Organiser reserves the right to accept or reject 'Applications for Entry' that arrive after this time limit.

There is no automatic entitlement to acceptance or participation in the Series.

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 [2026](#) (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.

#### 4.1.5 Acceptance of Team and Driver Applications

- a) The Series Organiser reserves the right to refuse any "Application for Entry" at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series. Employees of Dr. Ing. h.c. F. Porsche AG and its subsidiaries are not eligible to participate.
- b) Notwithstanding acceptance of any "Application for Entry", permission to participate in any Series competition is always subject to the satisfactory completion of the scheduled licence verification procedure at the relevant event.
- c) The Competitor will receive a written (electronically signed) confirmation if his Team Entry (Permanent Team / Guest Team) has been accepted.

- d) The Competitor will receive a written (electronically signed) confirmation if his Permanent Driver, Non-Permanent Driver or Guest Driver Entry has been accepted.

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

Originals in writing must be sent by post to the organisation of Porsche Carrera Cup Scandinavia.

## 4.2 Driver Classifications of the Series

Drivers who take part in any of the series competitions during the season will be included in any of the final classifications.

### 4.2.1 Overall Classification

The Overall Classification is the official Driver Championship Classification of the Series.

### 4.2.2 ProAm Classification

The ProAm Classification is a separate classification for Drivers without a professional motor racing background. Participation is based on the sporting résumé of a Driver and requires written approval of the Series Organiser.

Drivers can apply to race in either the Pro or ProAm category. Which category a driver belongs to will be determined by the Series Organiser taking into account age, experience, previous results in the Championship and development potential.

For the ProAm Classification to take place, a minimum of 5 applicable Drivers must have permanently and non-permanently entered the Series. The points are allocated according to the points system of the Overall Classification.

### 4.2.3 Rookie Classification

N/A

## 4.3 General Entry Terms & Obligations

### 4.3.1 Commitment to participate

a) **Competitor obligation**

Upon registration of a Permanent Entry, a Competitor undertakes to participate with each registered car in the official Season Roll-Out (where there is one), all official Season Tests and all competitions of the Series in 2026 without exception.

b) **Permanent Driver obligation**

N/A

c) **Failure to participate**

N/A

#### 4.3.2 Authorisation

- a) With the submission of the “Application for Entry”, Competitors and Drivers authorize the Series Organiser to submit entry forms on their behalf for those events which host races which form part of the Series in 2026. Direct nominations to the promoters by the participants are not permissible.
- b) The Competitor/Driver agrees that Porsche Sweden, whose representatives constitute the Organising Committee for each Competition, has access to and authority to utilise the reports, data and documents of the Technical Scrutineers at all times.

#### 4.3.3 Driver transfer between teams

N/A

#### 4.3.4 Replacement of cars, engines, gearboxes, or engine control units

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

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

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

#### 4.3.5 Team transporters and transport vehicles

N/A

#### 4.3.6 Effectiveness of the regulations and ranking

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

### 4.4 Entry fees

The registration/entry fees are payable as specified on the ‘Application for Entry’.

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.

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

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

#### 4.4.1 Entry fee for the season

The following registration/entry fees are payable by the participants (based on 6 events):

SEK 150.000 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

#### 4.4.2 Entry fee per competition

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

### 4.5 Competition numbers

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

New Competitors joining the season will receive competition numbers according to their date of entry. Once a competition number has been assigned to a car, the number will remain with that car for the remainder of the season and, if a change of chassis is necessary, the number (and corresponding tyre allocation) will be transferred to the new chassis.

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

## 5. Licences requirements

## 5.1 Licence requirements

### a) Drivers

Drivers must hold a valid International Driver's license for 2026 issued by a FIA-affiliated ASN, of Grades;

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

and have paid the registration fees.

### 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 2026 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 the age of 17 will be permitted to enter the Series. A driver under the age of 17 holding an International Grade-C Licence would not be eligible for entry. Within the SBF, an age is counted throughout the calendar year, i.e. whether born on 1 January or 31 December of the year of turning 17.

## 5.2 Conditions for Competitors 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/Drivers 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.**

In accordance with SBF Regulations.

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 organisations, their presidents, executive bodies, managing directors, secretary's general;

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

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

The organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and;

- Agents or individuals employed to perform obligations on behalf of the specified persons and entities.
- Excluded cases: damage or harm to life, body, or health arising from a deliberate or negligent breach of duty.
- Inclusions exempt from liability: legal representatives or agents of the persons released from liability, excluding cases under product liability law.
- Further exceptions: any damage resulting from a deliberate or grossly negligent breach of duty, with legal representatives or agents of the persons released from liability excluded.

### **And also against:**

The other participants (entrants, drivers, passenger), their assistants, the owners, or registered keepers of other vehicles,

Their own entrant, their 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' for the Porsche Carrera Cup Scandinavia [2026](#) 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 Directors, 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 [2026](#) Series consists of 6 race events organised as circuit races, as well as 1 pre-season test and 2 in-season tests.

[08–09. 05. 2026](#) [Scandinavian Raceway, Sweden](#) [Round 01–02](#)

[30-31. 05. 2026](#) [Gelleråsen Arena, Sweden](#) [Round 03–04](#)

27-28. 06. 2026                      Jyllandsringen, Denmark                      Round 05–06

14.-15. 08. 2026                      Gelleråsen Arena, Sweden                      Round 07–08

28.-29. 08. 2026                      Rudskogen Motorsenter, Norway                      Round 09–10

18.-19. 09. 2026                      Mantorp Park, Sweden                      Round 11–12

#### **Official season tests:**

21.-22. 04. 2026                      Gelleråsen Arena, Sweden                      Pre-season test

07. 05. 2026                      Scandinavian Raceway, Sweden                      Test 01

17. 09. 2026                      Mantorp Park, Sweden                      Test 02

Porsche Carrera Cup Scandinavia pre-season test and test 01-02 is included in the Championship Fee.

## **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. Points for 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:

- If at least 50% of the scheduled race time (disregarding the additional lap) has been completed, 100% points will be awarded.
- If less than 50% of the scheduled race time (disregarding the additional lap) has been completed, 50% points will be awarded.

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

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

### **8.1.1 Overall and ProAm Classification**

All results of the individual races count towards the final classification at the end of the year, there are no void or “dropped” results.

The Overall and ProAm Classification are listed separately. The winner of each classification is the entered driver with the highest total number of points of all races. The winner of the [2026](#) series is the entered driver with the highest total number of points in the Overall Classification from all the races.

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

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

It is permitted for a Driver to change teams during a season and to continue scoring points for the Drivers’ championship (Overall or ProAm).

**Non-permanent Drivers and Guest Drivers** take part in the Porsche Carrera Cup Scandinavia driver classification and will be awarded points and participate in podium ceremonies as applicable, except for the final race weekend, see Article 4.1.4.

### **8.1.2 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.

### **8.1.3 Rookie Classification**

N/A

### **8.1.4 Fastest Lap Award**

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.

## 8.2 Table of points

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

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

Guest drivers entered by the Series Organiser under the entry “Porsche Experience Racing” will not be eligible for points / prize money classification.

One additional point will be awarded to the driver who qualifies on Pole Position in each completed qualifying session.

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.

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

## 8.3 Equality of points

If an equal number of points is achieved by more than one driver, the positions in the final classification are based on the highest number of first place results, then second place results and possibly all further results achieved in the 2026 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.

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

## 8.4 Publication of points

Points and prizes classifications will be published by the Series Organiser in an official Team Information communication after the end of each event. Should an error in any classification require a correction to be made after publication, this can be done by the Series Organiser. Any questions or complaints concerning the Series classifications must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes concerned.

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

# 9. Title, prize money and trophies

## 9.1 Title overall winner

The Driver who has scored the highest number of points in the Overall Classification after all respective events of the [2026](#) Series will be awarded the title:

**“[2026](#) Swedish Champion GT - Porsche Carrera Cup Scandinavia”**

## 9.2 Prize money and trophies

### 9.2.1 Prize money

The prize money is paid by the Series Organiser exclusively to the Competitors.

#### 9.2.1.1 Driver Classification

Prize money will be awarded for positions 1 to 3 in the Overall Classification and [the winner of](#) the ProAm Classification in the Porsche Carrera Cup Scandinavia [2026](#) total championship standings.

### Overall Classification for the season

<a href="#">1st place:</a>	SEK	<a href="#">250 000</a>
<a href="#">2nd place:</a>	SEK	<a href="#">150 000</a>
3rd place:	SEK	100 000

## ProAm Classification

1st place: SEK 100 000

Drivers entered by the Series Organiser are excluded from receiving any prize money. Drivers placed after such Guest Drivers move up the prize money system accordingly.

### 9.2.1.2 Team and Rookie Driver Classifications for the season

Prize money will be awarded to positions 1 to 3 in the Team Classification in the Porsche Carrera Cup Scandinavia 2026 total championship standings.

#### Team Classification

<u>1st place:</u>	<u>SEK</u>	<u>250 000</u>
<u>2nd place:</u>	<u>SEK</u>	<u>150 000</u>
<u>3rd place:</u>	<u>SEK</u>	<u>100 000</u>

#### Rookie Classification

N/A

### 9.2.1.3 Payment of Prize Money

The prize money referring to the championship standings in 2026 will be paid to the competitors (team) (Legal company) where the driver is entered into the 2026 championship. The prize money will be paid by 30.11. 2026, by the Series Organiser to the competitors (team).

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.

In this case 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

The Series Organiser can also remunerate the Drivers with a prize in kind for their successful participation.

### 9.2.2.1 Overall Driver Champion

N/A

#### **9.2.2.2 Rookie Programme Winner**

N/A

#### **9.2.2.3 Prize for highest number of pole positions**

The Driver that has scored the most points for Pole Positions throughout the season will receive a trophy. If two Drivers achieve the same number of points, the prize will be awarded to the Driver who achieved that number first.

#### **9.2.2.4 Trophies**

Trophies will be awarded by the Series Organiser at each race to the 1st, 2nd and 3rd classified drivers in the Overall Classification and ProAm 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 Overall and ProAm Classifications and to the 1st, 2nd and 3rd Overall Classified competitors (entrants) in the Team Classification.

#### **9.2.3 Taxation**

See 9.2.1.3 Payment of Prize Money

## **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) in the seven (7) days prior to the upcoming event at the track in question for any Porsche Carrera Cup Series track (Scandinavian Raceway, Jyllandsringen, 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 in the 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 digital notice board will serve as the official medium for announcements. All Competitors, Drivers and officials will be given appropriate access details.

### **11.1 Timetable of administrative checks**

See relevant Supplementary Regulations, Team Information communication or digital notice board.

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

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 announced in the Series' mobile application ahead of each race weekend. All drivers, together with their Competitor's Team Manager or other 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/she has attended the respective Drivers' briefing or, where agreed by exception, received a personal briefing from the Race Directors.

The Season Briefing notes and the event specific notes and presentation material issued by the Race Directors 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) may attract a fine (without any particular penalty-procedure).

Any non-attendance or late attendance may result in a fine or other penalty being imposed by the Race Directors. 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 Directors.

The Drivers' Briefing at events may be delivered by way of Powerpoint presentation with Race Directors 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 Directors 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 will be announced in the Series' mobile application ahead of each race weekend. Team Managers' meeting may be held by means of video conference. 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**

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

## **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 Directors 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 Directors, Clerk of the Course or Stewards.

The Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorised to give instructions in this respect to the Competitors.

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

### **12.1 Initial Scrutineering**

At each competition, the Competitor must present his car and the Driver must present the compulsory Driver's safety equipment at Technical Scrutineering at the published times.

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

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

- Technical passport
- Certificate for rollover structure

The cars and drivers' safety equipment are to be shown to the Technical Scrutineers for technical and visual examination during the stated inspection periods. The inspection periods are to be strictly adhered to.

Once initial technical scrutineering is completed, the cars may only leave the paddock with the permission of the Race Directors. Any car that is permitted to leave the paddock (other than to go on track) must be presented again to the Technical Scrutineers before taking any further part in the

competition. It is the Competitor's and/or Driver's responsibility to present the car to the Technical Scrutineers.

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

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

## **12.2 Subsequent Scrutineering**

After each official qualifying and race, the cars are to be brought to the Parc Fermé area by the route described in the Drivers' and Team managers' Briefing. The Parc Fermé area of the Series will be identified in the Event Supplementary Regulations or in the notes from the Drivers' and Team Managers' 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.

All cars are subject to Parc Fermé conditions until the end of the protest period and until released by the Race Directors, Technical Scrutineers, and in communication with 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 Directors. 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 Stewards, Race Directors, Clerk of the Course or the Chief Medical Officer can require a Driver to have a medical examination at any time during an event. This examination may include, if appropriate, a test for alcohol. Any failure to comply may result in disqualification from the competition.

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

An engine or gearbox change must be approved in advance by the Series Organiser in writing.

It is not permitted to drive the competition cars on public roads at any time during an event.

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

# **13. Running of the competitions**

## **13.1 Pre-start**

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

All cars are recommended to be driven from the team awning to the official pre-start by the relevant driver. Any permitted exceptions will be notified by the Series Organiser 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 Directors.

All cars and drivers must be ready in the pre-start when called forward to proceed to the track.

### **13.2 Practice**

Two practice sessions 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 [pitlane](#), without overtaking other cars.

The pre-start line up order for practice is not predetermined. Drivers must remain in their paddock positions until they are called to the lineup by the Series Organiser.

### **13.3 Qualification**

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

Normally 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 8 fastest drivers in the Q1 session.

The results from Q1 sets the grid positions for Race 1, and also for Race 2 for all Drivers outside top 8. Q2 determines the grid positions for the top 8 qualifiers in Race 2.

In case of an incident during Q1 session, the Race Directors 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. Both starting grids will then be determined by the results from Q1 session. In case of Force Majeure due to a Red Flag, Race Directors may choose to add extra time to the remaining qualifying sessions.

#### **Q2 session**

The first 8 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 8 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 pitlane 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.

Eligible competitors who do not set any lap times in the Q2 session will be placed in the last positions of the top 8 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.

In case of the red flag is shown during a qualification session, the Race Directors may decide to let the race time continue or stop the clock under a maximum of 10 minutes. If an interruption of the qualification session leads to insufficient time for completion of the Q2 session, this will be deleted. In this case, both starting grids will be determined by the results of the Q1 session. In case of Force Majeure due to a red flag situation, the Race Directors may choose to add extra time to the remaining qualifying sessions.

Breaches of sporting and/or technical regulations in Q1 may result in a penalty in Q2.

**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 Directors 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 Directors.

Should circumstances force the cancellation of 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

Pole position may be inside or outside of the front row, depending on where the racing line is on the particular circuit. Decision will be made by the Race Directors and presented at the Drivers' Briefing and Team Manager Meeting at each event.

The starting grid for the races will be determined by the position achieved in Q1, except for grid positions 1 to 8 for the second race. The 8 fastest cars in Q1 will compete in the Q2 session, that will determine start positions 1 to 8 in the second race.

The fastest time a driver achieved in Q1 determines the starting grid in the first race in the event and for position 9 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 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 [pitlane](#).

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

### 13.5 Starting modes

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

### 13.6 Races

The Porsche Carrera Cup Scandinavia [2026](#) 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

In each race, the Race Directors can add up to 5 minutes extra to the total race time distance in the event of a Safety Car period(s). In case of a red flag situation, the Race Directors can stop the clock up to 15 minutes.

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

### 13.7 Start procedure

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

The countdown 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 [pitlane](#)).
- 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 1 team member and the PCCS staff must leave the starting grid. No work allowed on the car. All competition vehicles must be standing on their wheels and must not be lifted again.
- 1-minute sign / signal to start: ALL except PCCS staff must leave the starting grid. Only 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.

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 Directors so decide.

In the event of matters outside the control of the Series, the countdown may be shortened by the Race Directors. Any change to the countdown procedure will be communicated by the Race Directors 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. At the end of the Formation Lap, the driver may resume his original starting position on the grid.

If the car is restarted under its own power, or is pushed by marshals, and then joins the Formation Lap after the last car has passed, then the driver must remain at the back of the starting field and take up the last starting position. The 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 [pitlane](#) by the marshals. If the driver can restart the car, then he must wait in the [pitlane](#) until the race has started and then may join the race once the last car has passed the [pitlane](#) exit.

At the end of the Formation Lap, all cars shall promptly take up their grid positions. Once stopped in their grid positions and may subsequently not move forward, backward, or outside of that position until the Start signal is given.

- a) The Starter will use the Formula 1 light sequence to start the race.  
One red signal lights up every second. After five red signals (lamps) lights on, all red signals (lamps) go off at the same time, within the recommended time 0.5-3.0 sec, and the race starts.
- 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 Race Directors.

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 [pitlane](#) and will, if able, become a [pitlane](#) Starter. The race distance will be reduced by a time equivalent to at least 1 lap (to be determined by the Race Directors) 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 and with a maximum speed of 80 km/h to the [pitlane](#), or to another position on the track as directed by the Race Directors.

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

- The start will be declared a "No Contest", however penalties may be imposed for any breaches of the regulations during the aborted/stopped race and at the discretion of the Race Directors (e.g. where the breach has affected another competitor) these may be applied to the restarted race.
- If all cars are directed to the grid, cars may be worked on only if they enter the [pitlane](#) or are already in the [pitlane](#) at the time of the red flag. Any car already in the [pitlane](#) or entering the [pitlane](#) after the red flag may start the race from the [pitlane](#) after all cars have started the race.
- If all cars are directed into the [pitlane](#) when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the race from the [pitlane](#) when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the [pitlane](#) exit.
- Retired Competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All Drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).

- The length of the restarted race will be the scheduled race distance less a time equivalent to at least two race laps – the revised distance will be defined by the Race Directors.
- The grid for the restart will be the original starting grid.
- Refuelling is prohibited.
- The Race Directors may decide that the restart will take place behind the Safety Car for operational or safety reasons, in which case this may commence from the [pitlane](#) if all cars were directed there

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

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

If a race is stopped after the leader has completed more than 50% of the scheduled race time (disregarding the additional lap) then, at the Race Directors' sole discretion, the race may not be restarted.

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

Any Driver causing a race to be stopped may be reported to the Race Directors and may be subject to penalty up to disqualification from the race.

### 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 Directors 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 Directors are not required to declare 'Dry Session' and tyre choice will remain open. Cars will not be required to continue having their lights on.

2. 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 [pitlane](#).
3. If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions:
  - a. During the pre-start procedure
    - i. The Race Directors 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 Directors 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 Directors 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 Directors may elect to start the race behind the Safety Car.
  - c. During the Formation Lap
    - i. The start is aborted.
    - ii. The Race Directors 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 Directors 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 [pitlane](#).

A race will not be stopped in the event of rain unless the circuit is blocked, or the Race Directors 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 Directors 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 time and distance.
2. Should for any reason (other than when a race is aborted or suspended in accordance with Article 13.8) the end-of-race signal be given before the leading car completes the scheduled race time and distance, 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 [pitlane](#), 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:

[8 000 SEK](#)

Appeal deposit – payable to the SBF:

[12 000 SEK](#)

(Protest and appeal deposits are exempt from VAT)

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

Certain decisions, as below, are not subject to appeal. No appeal may be made against any element of decisions resulting in the application of the following penalties applied by the Race Directors:

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

In addition, should the Race Directors be required to settle any matter in relation to the starting grid order for any race (or the pre-start order for any practice or qualifying session), their decision in this respect will not be subject to appeal.

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

- a) Subject to prevailing sporting regulations, these Regulations for the Porsche Carrera Cup Scandinavia shall be governed by the law of the Government of Sweden.
- b) The jurisdiction of a court is excluded for decisions of the FIA, the SBF, their jurisdictions, the Stewards, the Race Directors the Series Organiser, or the organiser as judge in terms of Swedish jurisdiction.
- c) 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 Organiser, except in the case of a damage caused on purpose or by gross negligence, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.
- d) Implied exclusions from liability shall remain unaffected by the above 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 [2026](#). All television rights of the Porsche Carrera Cup Scandinavia [2026](#), 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 Series Organiser is entitled to use exclusively all rights (based on agreement with SBF) of the Competitors, teams and their Drivers, particularly names, logos, team equipment and cars, for the production of interactive games of the Series and to assign the rights to a third party for this purpose.

The media recorded by the on-board cameras in each car, as referred to in article 2.10.5 of the Technical Regulations, is the sole property of Porsche Sweden who have granted permission to the Series Organiser for this media to be used solely by the Technical Manager, the Stewards and the Race Directors for the purposes of safety, technical and judicial inquiries. The media may be shown to relevant Competitors' representatives, or Drivers as part of any safety, technical or judicial inquiry but is not permitted to be copied, filmed, photographed or otherwise replicated in any form to any person. The media will normally be erased after each session at an event.

## 17. Specific Regulations

### 17.1 Paddock

- a) The image of the Series and the participating teams must comply with a professional standard at all times. This includes, for example, team clothing, articulated lorries, awnings, pit walls and antistatic floor coverings (explicitly no carpet flooring).
- b) For Paddock parking space regulations please see the Regulations SBF Mästerskapsracing [2026](#).
- c) 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 organisation has to approve any other vehicles to be parked in the paddock and has the right to refuse authorization.
- d) The precise times for setting up and dismantling the paddock will be determined by the Series Organiser 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.
- e) 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 [Pitlane](#) allocation

Teams will be allocated a working area in the [pitlane](#) by the Series Organiser. The Series Organiser reserves the right, in exceptional circumstances, to reassign [pitlane](#) allocations at its sole discretion.

All cars must be located in the [pitlane](#) or on the track during all sessions of an event (test, practice, qualification, and race) until the chequered flag of each session is shown, unless the Race Directors or Technical Delegate decides otherwise.

The Parc Fermé rule (subject to Article 12.2) applies for qualifying and race.

### **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 Directors who may impose a penalty including a fine of at least SEK 5 000 and up to disqualification from the competition.

### **17.4 Publication obligation**

N/A

### **17.5 Podium and Awards ceremonies**

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

The ceremony starts with ascending the podium and ends with leaving the podium after the group picture for the press.

Any violation of this regulation **may** be penalised with a fine being imposed by the Race Directors. The payment of the penalty does not preclude any further penalty.

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 Ceremony.

Any breach of these requirements **may** incur a financial penalty with a fine which 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**

- a) At the individual events the Race Directors is responsible for imposing any penalties on the participants in respect of any breach of regulations. Any case not provided for in the regulations will be studied by the Race Directors who alone have the power to make decisions.
- b) In addition to the cases listed in the SBF regulations 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
  - Advertising for brands that compete with the Series sponsors
  - Unsporting behaviour
  - Failure to comply with the instructions of the Series Organiser
  - Refusal to undergo a vehicle check that has been ordered
- c) The costs for special investigations must be borne by the competitor when they result in sporting penalties being imposed upon that competitor.
- d) The fact that penalties have been imposed by the Race Directors 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.
- e) Should any Competitor or Driver have points disallowed, no other Competitor's or Driver's score shall be adjusted as a consequence.
- f) In the case of disqualification from a competition, the points gained and the prize money for the relevant race(s) shall be forfeited. In the event of disqualification from participating further in the Series, all points and prize money won up to that point shall be forfeited (no other Competitor's or Driver's points or prize money will be adjusted).

## 17.9 The Track

In case of mechanical and/or technical assistance by the marshals on the track, the competitor may not continue during qualifying and race. See also 18.3 d.

Drivers must use the track at all times and may not leave the track without a justifiable reason.

## 17.10 Overtaking

In the context of this text, the "lateral centre line of the car" is defined by the position of the exterior mirrors. All manoeuvres must be conducted in a safe and controlled manner.

Overtaking on the inside of a curve: Any car being overtaken is required to leave sufficient space for an overtaking car if the latter has the front of its car at least alongside the lateral centre line of the car being overtaken at the normal turn-in point.

Overtaking on the outside of a curve: Any car being overtaken is required to leave sufficient space throughout the corner for an overtaking car if the latter has the front of its car at least alongside the

lateral centre line of the car being overtaken. When overtaking on the outside of a curve, the overtaking car must leave sufficient space on the inside throughout the corner.

## 18. Safety

### 18.1 Extrication exercise

At each event, the Series Organiser, in conjunction with the event medical personnel, may elect to hold an Extrication Exercise. The Series Organiser shall, by rotation, nominate a team and driver to take part in the exercise. The team and driver must comply with this request and have the nominated car and driver, with all racing equipment, available at the designated date and time in the Series paddock, in full race condition. Failure to comply with this regulation may result in a penalty. The Series Organiser, the Chief Medical Officer or the Race Directors, at their sole discretion, may elect to replace the Driver with a member of the medical team undertaking the exercise.

### 18.2 Pitlane safety

- a) The maximum speed in the pitlane 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 Directors. 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 pitlane 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 pitlane 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 Directors and penalised at the full discretion of the Race Directors. Engines must not be running while a car is on jacks or other temporary supports.
- c) All work on cars in the pitlane must only be undertaken in the Competitor's own allocated working area in the inner (work) lane. No work may be undertaken in the outer (fast) lane or elsewhere in the inner (work) lane. When cars are waiting in the outer (fast) lane prior to exiting the pitlane 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 pitlane open signal is given.
- d) The outer (fast) lane is to be kept unobstructed to allow safe passage of cars at all times. It is the responsibility of each competitor to release their car from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.
- e) Unless instructed otherwise by the Race Directors, 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.

- f) The onus shall be on all Drivers to take due care and drive within the [pitlane](#) speed limit. Drivers must respect the designated pit entry and must not cross the white line at pit exit, details of which will be provided in the Drivers' Briefing.
- g) All equipment must be kept in a safe position towards garages as soon as cars leave their pit areas at the start of and during practice, qualifying and races.
- h) No equipment may be positioned on top of the pit wall or any adjacent structure unless it is firmly secured in position.
- i) Competitors, team members and drivers are responsible for the conduct and safety of their guests in the [pitlane](#) area. Guests must carry the correct credentials at all times. Any guest found in the [pitlane](#) without the correct pass will be excluded from the [pitlane](#) and the competitor will be reported to the Race Directors. No person under the age of 15 is permitted in the [pitlane](#) at any time.
- j) Competitors, team members and drivers must ensure that their guests always respect the [pitlane](#) 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 [pitlane](#) safety.
- k) Competitors, team members and guests 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. Competitors are responsible for informing their guests of suitable clothing standards when in the [pitlane](#), including footwear and a recommendation for long trousers (ladies and gentlemen) together with covered shoulders.

### 18.3 General safety

- a) Drivers are strictly forbidden to drive their cars in the opposite direction to the specified direction unless this is necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the 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) Official instructions will be given to Drivers by means of the signals set out in Appendix H of the FIA International Sporting Code. Competitors are responsible for observing and complying with these at all times. At circuits where flag signals are supplemented by light panels/signals, both means of signaling will be deemed to have regulatory value. In case of conflicting signals between the flags displayed by marshals and the light panels/signals, drivers must comply with the requirements of the signal with the highest level of safety.

In order of precedence this means:

Red Flag, Safety Car, Double Yellow Flag, Single Yellow Flag, Green Flag.

- d) If a car stops during any session or race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to help; however, if any mechanical assistance is required to move the car, then the car will not be permitted to re-join. A driver who abandons a car must leave the steering wheel in place.

- e) Any driver entering a gravel trap and then re-joining must avoid bringing gravel onto the track and particularly onto the racing line. Any driver ignoring this instruction may be referred to the Race Directors.

In practice and qualifying, any car that drives through and out of a gravel trap must go directly to the pits to be checked before continuing the session. In the race, an instruction will be issued by Race Control if a car must pit to be checked.

In all cases when leaving a gravel trap, a driver must re-enter the track offline and avoid depositing gravel on the racing line.

- f) 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 Directors may stop a car using the black and orange flag if he considers this is causing an immediate safety issue. Rain light, both headlights and rear lights, must be illuminated when the "lights on" board is shown.
- g) Should any session or race run into dusk or darkness all cars must, on the Race Directors' instruction, have two front headlights and two rear red lights illuminated. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- h) Throughout all sessions there will be a green/red flag/light at the pit exit. Cars may only leave the pitlane when the green flag/light is on.
- i) 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.
- j) In the Drivers Briefing, the Race Directors may define a time and place where practice starts will be permitted. It is forbidden to undertake a practice start at any other time or place, or if practice starts have not been authorised.
- k) At the end of any session or race, each driver may cross the Control (Timing) Line only once before leaving the track.
- l) Team personnel are not permitted to ride on the tyre trolleys or on buggies (or the like) apart from using the specific seats provided with the vehicle.
- m) All Drivers must complete and pass all sections of the Edubreak e-learning test provided by the DMSB and administered by the Series Organiser in cooperation with SBF, Racing Commission. The final test must be taken under observed conditions. An E-Mail link will be provided by the Series Organiser. The Competitor must ensure that each Driver has completed the test under observed conditions in 2026 before taking part in the Driver's first competition of the Series.
- n) 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.

- o) The speed limit in the paddock at each venue is 10 kph.
- p) Tailgates on transporters must remain closed at all times except when loading and/or unloading at the beginning and end of each event.
- q) All personnel working on set-up or dismantling of the paddock area **must** wear high-visibility clothing.
- r) 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.
- s) For all high-pressure compressors used to fill air bottles, the competitor must be able to show proof that maintenance by a relevant specialist company has been undertaken within the previous 24 months. All compressed air bottles and hoses must not be more than 10 years old at the time of use or have passed their service due dates and they must show no signs of visible damage. All compressed air bottles must be protected from falling over and valve protection caps must be fitted at any time. Any attached pressure reducers, gauges or valves must be protected from releasing gas or breaking off should they fall over or be knocked or hit in any way.

## 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, if appropriate, 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 no group/class classifications.

Only technically identical cars of the model Porsche 911 GT3 Cup, type 992 (a special series produced by Dr. Ing. h.c. F. Porsche AG), of the model year 2021 to 2026 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.

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 regarding technical rules, see also Article 1.10 concerning safety equipment in events abroad
- 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 cars

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 1.10 of these regulations apply.

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

Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by Porsche AG. For Software Information, only the latest version is

valid, but Setups (based on the latest version) may be varied within the parameters allowed by Porsche AG. Any requirements may be varied for any specific competition by means of a Race Directors' 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. All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with SBF).

All welding of structural components of the car is strictly prohibited during all official events and test sessions. Only Porsche AG approved repair methods are allowed to repair structural damages and car must be presented to technical scrutineering for approval before continuing its participation in the event.

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 [pitlane](#) 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 Directors 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 head restraint in compliance with FIA list No. 29 is compulsory for all races and competitions within the Series, as well as for all races outside the Series which are organised according to these Regulations.

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the 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. Installation needs to be fixed using metal hardware and be able withstand a crash of 30G. Prior to installation it must be approved by the Technical Scrutineers.

#### **1.4.3 Cooling system**

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

The installation according to the manufacturer's instructions is the sole responsibility of the participant. Prior to installation it must be approved by the Technical Scrutineers.

### **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 Article 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 split 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 Organiser and receive written authorisation before making any such modification.

## 1.6 Minimum weights and ballast

It is the Competitor’s responsibility to ensure that at all times during a competition the mandatory minimum combined weight of the car with 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) for Porsche 911 GT3 Cup, type 992, of the model year 2021 to [2026](#), with the “Silent” and “Standard” exhaust systems have been decided by the Technical Scrutineer.

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

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

The “official scale” and any other driver weighing scale will be checked annually by the certificated Dr. Ing. h.c. F. Porsche AG Testing Laboratory or any other officially certificated Testing Laboratory.

### 1.6.1 Base plate auxiliary weight

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

### **1.6.2 Ballast**

The installation of 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 with empty fuel tank is 1298kg for "Silent" and 1295kg for "Standard". The minimum weight of a car consists of:

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

### **1.6.4 Minimum driver weight**

The minimum weight of a Driver is: 90 kg

The minimum weight of a Driver consists of:

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

It is the 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. Combined weight (car and driver) is 1388 kg for "Silent" and 1385kg for "Standard".

#### **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 cars and Drivers during the event on the official scale and/or Driver scales with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

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

During the weighing, each driver must wear and/or carry his complete Driver apparel as set out in Appendix L, Chapter III of the ISC, including the mandatory head restraint system.

#### **1.6.9 Weighing of cars**

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

The cars are weighed as follows:

- Weighing of cars is carried out regularly on the official scale.
- During the free practice and qualifying, weighing can also be done by the Technical Scrutineers.
- If a Driver is given the signal that his car has been selected for weighing, he/she must take the shortest route possible to the weighing area and turn off the engine.

- The Driver or a team member will receive notification of the measured weights. During weighing the Driver is not permitted in any way to influence the weighing result.

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

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

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

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

#### **1.6.13 Replacement and loss of car parts**

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 replacement parts.

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

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

#### **1.6.14 Parc Fermé rules for 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 Directors 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 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 Directors 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 Directors.

### **1.7 Emissions regulations**

The cars 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 [G, Ljudmätning, LM](#) regulations. The 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 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 SBF prescriptions for starting numbers and advertising on the cars, the following advertising is compulsory on the race vehicles (see Attachment 2):

### **1.9.1 Series Advertising and Competition Numbers**

- a) 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 "[2026 Sticker Regulations](#)".

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

The obligatory badges as specified by the Series Organiser, must be affixed to Drivers' racing overalls during all free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "[2026 Badge Regulations](#)".

The "[Badge Regulations 2026](#)" and "[2026 Sticker Regulations](#)" are part of these Regulations (see Attachment 1 and 2). Any breach of these Regulations may result in disqualification from classification.

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

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

#### **IMPORTANT:**

**Any variations of the SBF Regulations are subject to a special waiver issued by the SBF**

### **1.9.2 Partnerships**

Competitors must not enter into partnerships with companies who are either in competition to Dr. Ing. h.c. F. Porsche AG, its parent or partner companies, the official Series partners of Dr. Ing. h.c. F. Porsche AG or who are involved in a legal dispute with Dr. Ing. h.c. F. Porsche AG, or a company associated with Dr. Ing. h.c. F. Porsche AG. The 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.

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 Dr. Ing. h.c. F. 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.

Also prohibited are advertisements for Driver coaching and/or development programs (other than the Porsche Junior or Rookie Programs) and any non-Porsche one-make race series.

The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on 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 Sweden to bring the Series into disrepute is strictly prohibited.

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

The Competitor is obliged to notify the Series Organiser of all potential partners/sponsors and obtain written (text form sufficient) approval from the Series Organiser for their use. The Series Organiser is entitled to prohibit Competitors from displaying or promoting in any manner the details of any unapproved partners/sponsors.

The Competitor and team partners/sponsors shall grant to the Series Organiser and the Series partners/sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

The Competitor 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.

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

Contravention of any of this advertising regulations may result in a fine, and/or refusal to participate in any event or exclusion from the event, in each case at the discretion of the Race Directors of the Event.

## 1. 10 Safety equipment

The cars must possess the following safety equipment:

- Article 277 of Appendix J to the FIA International Sporting Code (Group EII-SH)
- The on-board fire extinguisher system must be switched into position “Armed” and the red LED illuminated from the moment a car leaves its team area to travel to the pre-start area for each session and must not be switched off until the car is returned to the team area or Parc Fermé after the session.

**Note:**

For events held in all of the countries listed in the Series calendar (Article 7.1 of Part 1 Sporting Regulations), the Series Organiser is responsible for observing and implementing (or agreeing any deviation from) any additional safety regulations of the respective ASN.

### **1.11 Fuel type and single fuel**

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

The only permitted fuel is unleaded fuel in compliance with Article 252.9 of Appendix J to the FIA International Sporting Code which must comply with DIN EN 228 and must be from the supplier specified by the Series Organiser at an event of the Series. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only the specified fuel is permitted to be used for the duration of the applicable event(s).

The single supplier of fuel (Aspen Racing 33) 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	<a href="mailto:sonny.back@lantmannen.com">sonny.back@lantmannen.com</a>

This is the only fuel allowed to be used by competitors for the duration of the applicable event(s). 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 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 digital 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 (efficiency class minimum 34-A-233B) present in the area of the fuel operations. Fuel may only be added into or removed 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 (efficiency class minimum 34-A-233B) 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 authorized 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 Article 251 of Appendix J to the FIA International Sporting Code shall apply.

## 2. Specific Technical Regulations

### 2.1 General information

**General car description:**

Porsche 911 GT3 Cup (992), MY 2021 [to 2026](#).

**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: [Lina Braathen](#)  
Tel: [070-293 09 11](tel:070-293 09 11)  
E-mail: [lina.braathen@carreracup.se](mailto:lina.braathen@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.

### 2.2 Engine

#### 2.2.1 General description

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm<sup>3</sup>; stroke 81.5 mm; bore 102 mm
- Max.rpm: 8,750 rpm
- Single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with SBF 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 or at their licensed subcontractors. *Before the engines are delivered and refitted, a new seal shall be affixed at Dr. Ing. h.c. F. Porsche AG or at their licensed subcontractors.*

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

### 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.

It is the Competitors responsibility to ensure that the engine electronic control unit is programmed and only used with the software MS66\_PAG992\_GT3\_0203\_992GT3CUP\_klg9\_CC17.s19 during each event.

The Series Organiser must be informed in writing (text form sufficient) before each event of VIN and ECU number if an electronic control unit has the capability of traction control and is to be used in that event. Traction control must be disabled at all times throughout the event.

### 2.2.3 Exhaust system

Contrary to the general car description (see Article 2.1), the exhaust system, starting from the manifold, for the Porsche Carrera Cup Scandinavia may be modified completely with the parts listed in the valid parts catalogue for the respective car and model year to the version Original or Supersilent system. Supersilent system is mandatory if nothing else is communicated by technical bulletin.

### 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 [pitlane](#) during any Porsche Carrera Cup Scandinavia event is prohibited.

## 2.3 Power Transmission (gearbox/differential lock)

### 2.3.1 General description

#### 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

- Six-speed sequential dog-type gearbox, sealed (for warranty purposes only)
- 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 [pitlane](#). The car is not permitted to leave the [pitlane](#) again until this function has been deactivated.

## 2.4 Lubrication system & Lubricants

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

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

**Engine:** Mobil 1 ESP X3 0W-40 or Mobil 1 C40 GT 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.

## 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)
- Rear axle (diameter: 17.8 mm). Cars delivered with brake master cylinders of 15.9 mm diameter need a replacement of the brake master cylinders with 17.8mm diameter from the [2026](#) parts catalogue.

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 sealed metal valve caps is permitted, and they must be fitted for all race 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. All 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 tests.

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. Slick tyres must always be fitted on the rim with the bar code facing outside. 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 prescription 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 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 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 and rim.

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

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

#### **2.7.6 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 [pitlane](#) 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 [pitlane](#) 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 [2026](#) season of the Porsche Carrera Cup Scandinavia, the tyres rules as shown in 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 a race weekend, should the entrant wish to change the tyre then he/she 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. No new tyres are allowed to be used as replacement. Only tyres that have been previously marked during the current race weekend, and for the relevant start number are allowed to be used as replacement.

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 the second 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 Directors 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 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.

**With the exception of rain tyres during practice sessions, no tyre is permitted to be used that is not listed on a tyre log for the relevant car.**

## **2.8 Bodywork and dimensions**

### **2.8.1 General description**

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

#### **Lightweight exterior:**

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

#### **Modified 911 cockpit:**

- Carbon-fibre reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight aligned towards Driver
- Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, shift paddles and illuminated push buttons
- Adjustable steering column with steering angle sensor
- Safety nets (centre and Driver's side) in accordance with latest FIA safety regulations
- Optimized cockpit ventilation featuring airflow directed at Driver
- Racing bucket seat in accordance with FIA Standard 8862/2009
- Infinite longitudinal adjustment, two positions for height and inclination adjustment
- Padding system in three sizes to adapt seat to individual Drivers

- Preparation for seat ventilation
- Six-point racing safety harness
- FT3 safety fuel cell (approx. 110 litres) and dry break couplings for fuelling and draining using a fully enclosed system
- 'Fuel-Cut-Off' safety valve in accordance with FIA regulations
- Integrated air-jack system (three jacks) with valve mounting points on either side of the car

**Colours:**

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

**2.8.2 Overall 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).

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

**2.8.3 External bodywork (including windows)**

The delivery status of the bodywork must be preserved.

**2.8.4 Windscreen**

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

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

### 2.8.5 Side and rear windows

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

Any covering of the side and rear windows by any form of tape or film (other than in compliance with the Sticker Regulations) is not permitted.

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

The weight of the foamed seat insert will be added to the weight of the car, not to the driver weight.

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

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

#### Ventilation in the passenger compartment

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

#### Safety nets

Every car must be equipped with 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 extrication) which is connected to the roof via 7 live locks which must be accessible at all times (no foiling or painting of live locks is permitted).

### **2.8.8 Ground clearance of car**

The minimum ground clearance of the ready-to-drive car (with the driver in the car and 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 Directors 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, with the sole exception of taping over the slots between the fuel filler door and the surrounding front fender.

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 Directors.

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

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

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 [2026](#)

paragraph MR 7.10.4. 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.

Only the infrared pit wall beacon signal provided by the Series Organiser may be used to create lap times in the recorded data.

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 (see Attachment 10 which sets out the mandatory mounting positions).

Part numbers of the system is:

VBOX VIDEO (HD2) Twin Cam: MR000178 or MR018087

Connection kit 992Cup: MTH999021A

Front facing camera mount: MTVBOX1

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

The Competitor and Driver are 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 Directors 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:

<b>Engine:</b>	Valve cover, left	(1x)
	Valve cover, right	(1x)
	Oil pump, bottom	(1x)

**Engine 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 any of the seals on the engine control unit are opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after 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 On-board marshalling systems**

On written (text form sufficient) request by the Competitor, the Series Organiser may authorize that the antenna, GPS receiver, wiring and display of the marshalling system of any national Porsche One Make Series can be carried in the car, providing it is completely electrically disconnected from the car and does not interfere with or alter any function of the car. The installation of that separate system must be approved by the Technical Scrutineers. The Series Organiser may withdraw such authorization at any time during an event.

#### **2.11.5 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).

#### **2.11.6 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: Environmental Regulations

### 1. Introduction

The Environmental Regulations (ER) apply to all participants engaged in the PCCS. The latest version will be valid and will be posted in the Porsche Carrera Cup Scandinavia application, copies also available upon request from the Series Organiser. Implementation is mandatory and must be incorporated in the daily duties and activities of groups and individuals.

With the support of the PCCS Environmental Officer (EO), it is the responsibility of each Team Manager and representative to ensure that each of their team members, employees and contractors are familiar with the requirements of the PCCS ER. This also applies to event-specific information or amendments.

For the purposes of this ER, the 'environment' will be the venues that the PCCS operates within. The ER will be implemented by everyone involved in the PCCS and will be overseen by the PCCS Environmental Officer, who will be responsible for monitoring and ensuring compliance with its provisions. Competitors must make every effort to minimise the environmental impact of their operations in accordance with the ER and must cooperate fully with the EO in the implementation of the environmental protection measures detailed in these regulations. The EO will inform, educate, and support all those within the venue on environmental matters.

Each PCCS participant will be responsible for the behaviour and actions of all persons associated with their entry. In case of breaches of the regulations, these will be reported to the Race Directors by the EO. Payment of any financial penalty will be paid to SBF and there will be no right of appeal against such decisions. For particularly serious or persistent breaches, the participant may be disqualified/excluded from an event or suspended from all or part of the Series. In addition, the individual / organisation may be liable for the damages caused by their non-respect of the environmental provisions.

The decision of the Sporting Committee shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these Regulations (in consultation with the SBF).

## 2. General Environmental Regulations and Guidelines

### 2.1 Protection of the Ground, Water and Air

The three most common areas of potential pollution are the ground, the air and local water supplies. Therefore, the following actions must be taken:

- (a) The prevention of leaks of fuel, oil, cleaning, degreasing, cooling and brake fluids, or other contaminants into the ground.
- (b) The provision of suitable containers/facilities to recover rubbish, oils, detergents, etc.
- (c) The provision for the treatment of any spillage and the disposal of contaminated material.
- (d) The strict enforcement of procedures to prevent persons from emptying on to the ground waste liquids from vehicles or other facilities located in the paddock. Waste liquids should only be disposed of at the circuit if the venue organiser has provided a

proper facility to allow this.

(e) Upon departure, leaving the paddock in the condition it was initially found and without any evidence of any PCCS activity.

### 2.1.1 Vehicle Washing

If designated wash areas are available at the venue, these must be used for all vehicles (trucks, cars, quads, etc.). The precise areas where vehicle washing is permitted will be defined by the PCCS EO for each event and competitors must only use the designated areas.

### 2.1.2 Waste and Sewage

Based on the available waste separation of the circuit, all waste must be disposed of properly. Waste must be retained by the participant until the approved facilities provided by the venue organisers can be used.

The waste producer has the initial and overall responsibility to place the waste in the available and correct container or location. Each participant and/or team member is responsible for the waste generated by their team during the event. Competitor teams and associated guests must acquaint themselves with the regulations applicable to each event. Used tyres must be retained by the teams or manufacturers. The use of disposable tableware should be avoided wherever possible.

Wastewater must be fed to the appropriate wastewater intake; all requirements regarding the separation of oil, grease, and chemicals must be observed, just as the local water management regulations should be observed. Under no circumstances may wastewater be sent directly to local rivers or water courses.

Should the Event Organiser identify any specific policy regarding Waste Management, this information will be communicated to everyone within PCCS and must be complied with. Competitors should ensure waste in their team awnings is stored away from drains, boreholes, wells, and controlled waters.

Team bins must be in good condition and, when required, covered to prevent dust and litter being blown out. If there is any likelihood of stored waste contaminating the surrounding environs, all necessary steps must be taken to ensure no contamination occurs. This may include the use of containment bunds with rain shelters and the use of sealed containers. Where any hazardous waste is disposed of, those responsible must ensure that any local regulations or requirements (such as control documentation) are complied with.

## 2.2 Noise Levels

### 2.2.1 Introduction

There may be concerns regarding noise levels at events beyond the cars themselves, particularly if there are local noise restrictions. The Series Organiser will request from the Event Organisers any information regarding magnitude of [noise](#) from public address systems, crowds and other sources associated with an event. This ER deals specifically with the measures being taken by PCCS.

### 2.2.2 Specific Noise Levels

Should the Event Organiser identify any national, regional or event specific regulations governing

noise levels, this information will be communicated to Competitors, who must ensure these are respected.

### **2.2.3 Power Generation**

The provision of electrical power will, wherever possible, be via a permanent power supply as opposed to the use of generators. It will be the responsibility of the electrical power provider to make this as energy efficient as possible, e.g., a permanent supply rather than a portable generator.

Each participant who needs to use a portable power generator must inform the EO and have it approved before operation. It must conform to the following criteria:

- (a) Located away from personnel to avoid disruption due to noise and vibration.
- (b) Be 'super silenced' so that emitted noise is kept to a minimum level.
- (c) Be sized to the optimum level so that it is neither running to its capacity or being over large and therefore not efficient.
- (d) Be surrounded by screening.
- (e) Only be operated during the required hours and not unnecessarily at any time.

### **2.3 General Paddock Activities**

The methodology in which work activities are undertaken should apply Best Practicable Means (BPM) to minimise any nuisance or negative impact on local, sensitive receptors, such as members of the public and any neighbouring populated areas.

The following measures should be considered when attempting to reduce noise and other nuisance factors:

- (a) Use dust extraction equipment when drilling and cutting.
- (b) Locate equipment away from sensitive receptors.
- (c) Use temporary screens to act as acoustic barriers.
- (d) Isolate equipment when not in use.
- (e) Fit white noise systems on vehicles to reduce noise nuisance when reversing.
- (f) Keep engine compartment covers closed.
- (g) Limit vehicle movements in the paddock.
- (h) Only run vehicle engines when absolutely necessary.

### **2.4 Travel and Accommodation**

Environmental considerations should also extend to travel and accommodation whilst attending a PCCS event.

#### **2.4.1 Travel**

Whenever organising travel to/from an event, the following should be taken into consideration:

- (a) Rent vehicles with good fuel economy, particularly hybrid or electric vehicles.
- (b) Plan for multiple occupancy – avoid single person rental.
- (c) If feasible, use minibus type vehicles instead of several cars.

#### **2.4.2 Accommodation**

Whenever organising temporary accommodation (hotels, apartments, etc.), the following should be considered:

- (a) The location of the accommodation to avoid long journeys to/from the circuit.
- (b) The environmental rating of the accommodation.
- (c) The environmental policy of the accommodation.

### **2.5 HGV Tractor Units**

Wherever possible, HGV tractor units which run on HVO (Hydrotreated Vegetable Oil) should be used (or fuels available that could immediately replace diesel in existing vehicles that would help to meet these targets). Many trucks that are already on the road can run on HVO, which is a form of renewable diesel that has been produced from renewable and sustainably sourced vegetable fats and oils. Unlike regular biodiesel, hydrogen is used as a catalyst in the creation process instead of methanol. HGV tractor units and any other support vehicles must not be left with engines idling more than is necessary to power systems, fill air tanks or move vehicles.

### **2.6 Emergency and Incident Preparedness**

In order to minimise the risk of a pollution incident, Competitors must ensure all staff members and their contractors understand the environmental risks associated with their work activity and what control measures are in place to eliminate or reduce negative environmental impact. They should recognise any lapse in such measures and, should an environmental incident occur, it must be immediately reported to the PCCS Environmental Officer who will instigate appropriate remedial measures.

### **2.7 Publicity / Advertising**

Competitors are not permitted to:

- (a) Attach posters to trees, bushes, or other forms of plant life.

- (b) Place signage or advertising without having obtained permission from the PCCS Series Organiser.
- (c) Distribute leaflets / pamphlets or other forms of advertising material without the prior permission of PCCS.

## **2.8 After the Event**

Competitors must ensure that:

- (a) Any signage, posters or other advertising is removed.
- (b) Any waste is removed and the surroundings cleaned up before departure.
- (c) Any damaged or discarded parts are removed or, where facilities permit, deposited in appropriate waste containers.
- (d) All waste is placed in the relevant and designated waste-containers.

# **3. Specific Team Environmental Regulations and Guidelines**

## **3.1 Collection of Hazardous Liquids / Environmental Mat**

An absorption mat measuring approximately 1.60 x 3.75m must be available for each competing car at all times during each event.

The mat must be liquid-tight, tear-resistant, and highly absorbent. It must be composed of an absorbent upper part and an impermeable lower part and particularly suitable for absorbing oily liquids.

A suitable mat will be issued to the teams at the Season Test or to Guest starters at their first event of the season. In case of loss or damage of the mat, the team must provide a suitable replacement of their own. The mats are reusable, but it is the team's responsibility to assess when a mat can no longer be used according to the defined requirements / manufacturer's instructions and needs to be replaced. Any such replacement must be provided by the team. The replacement of a mat can also be instructed by the Environmental Officer at any time. During a PCCS event, the proper disposal of a contaminated mat must be discussed with the Environmental Officer.

Each team must also have a sufficient number of containers suitable for collecting liquids. The mats are more suitable for collecting oily liquids, while the containers should be used, for example, for coolant.

The Environmental Mat and suitable containers must be readily available for immediate use or already be placed underneath the relevant part:

- (a) Wherever work on cars is undertaken, where liquids may leak.
- (b) In the Parc Fermé and when unloading recovered, damaged vehicles.
- (c) During all sessions in the [pitlane](#). In addition, a canister for coolant and a

suitable funnel must be taken into the pitlane for all sessions in order to be able to transport any leakage safely back to the paddock for proper disposal.

- (d) When any refuelling is undertaken, which is not carried out with a closed-circuit fuelling system.

The Series Organiser will keep a spare environmental mat in pitlane during sessions when the cars are on track.

A suitable absorption mat must also be placed under all fuel-powered generators.

Each Competitor must ensure at all times during events that hazardous liquids are collected by suitable containers or absorbing sheets (as above) and disposed of in the designated area(s). Any hazardous liquid container must be stored in a separate container that holds any spillage or overflow. Competitors should be aware that fluids may still seep through a mat and, even where a suitable mat is used, they must take all necessary steps to ensure that no harm comes to the ground.

### 3.2 Disposal of Hazardous Liquids

Environmentally harmful liquids such as oil, coolant (with or without antifreeze) and brake fluid must be disposed of in the designated containers. All liquids must be retained by the team until the approved facilities provided by the venue organisers can be used. Each team member has the initial and overall responsibility to place the waste in the available and correct container or location. If no suitable containers are provided, the team must take the liquids for disposal in a leak-proof container.

### 3.3 Tyre Cleaning

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

Only water, without the addition of soap or detergent, is recommended. If soap or detergent is used, it must be biodegradable and the pH-value of the concentrate must be between 5.0-10.0.

Otherwise, the tyre washing machines provided by the Series Organisation must be used.

Additional specific requirements may apply for each event.

### 3.4 Fuel

- (a) Only fuel specified in the regulations may be carried and used.
- (b) The fuel should be stored strictly in accordance with the supplier's instructions.
- (c) Fuel must be installed into and extracted out of the racing cars using the closed system specified.
- (d) Any fuel spillage must be immediately cleaned up using proprietary cleaning products.
- (e) Any spillage must be immediately reported to the PCCS EO.

### 3.5 Gravel

It is possible that cars may pick up gravel when driving through gravel traps or after other cars have brought gravel onto the track and then carry this back to the [pitlane](#) or the paddock. Any such gravel which is cleaned out of the cars must be collected and returned to the circuit maintenance team. In the [pitlane](#), gravel must be swept up by the relevant team and returned to the paddock. The necessary equipment must be brought by the teams themselves. In the paddock / team awnings, gravel must be swept up and also returned to the circuit maintenance team.

### 3.6 Engines

The starting and running of engines will be restricted to specified times. The event timetable will define the time periods when engines may be run. No engine is permitted to be run unless it is essential to do so, and then only for the minimum time necessary.

### 3.7 Storage of Fuel, Oils and Chemicals

Containers must be stored within a Spill Container, Bund, or any other suitable secondary containment system (SCS). All containers must be in a safe place to minimise the risk of damage and locked-off when not in use. For oil tanks, intermediate bulk containers and mobile bowsers the SCS must be able to hold:

- (a) Where one container is being stored - a minimum of 110% of the total volume.
- (b) Where more than one container is being stored - a minimum of 110% of the largest container's storage volume, or at least 25% of their total volume (whichever is greater).
- (c) For drum storage, the interceptor tray must be able to hold at least 25% of the total storage capacity of the drums.

Bunded areas must be made impermeable to water and oil. The base and walls must not be penetrated by any valve, pipe or opening that is used for draining the system

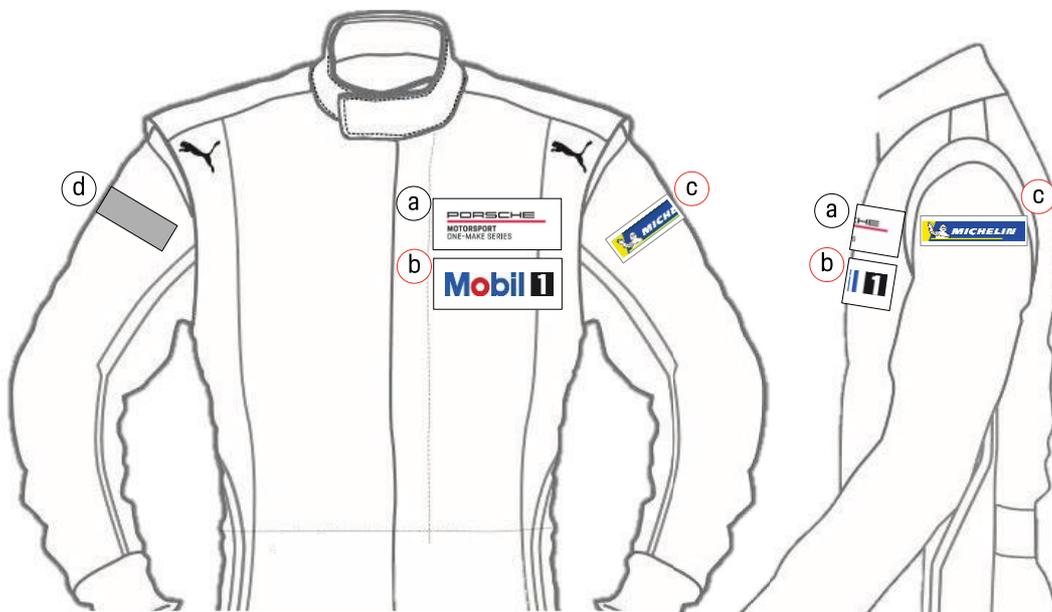
## Part 4: Attachment / Drawings

### Attachment 1 – Badge Regulations 2026\*

In due time prior to the first event, all competitors entered for the 2026 Series will receive an adequate number of the obligatory badges for their Drivers' racing overalls. All obligatory badges must be sewn onto the Drivers' overalls in accordance with the specifications below.

Any affixing of badges onto overalls must be done in a professional manner and in compliance with ISC Appendix L Chapter III Article 2.

The following positions must be used for the affixing of obligatory badges:



#### Logo positions (each width 130mm)

- a) Porsche Carrera Cup Scandinavia logo
- b) Mobil 1 logo
- c) Michelin logo
- d) Reservation for Porsche Sweden

\* Subject to amendments.

Attachment 2 – Sticker Regulation **2026\***



**PORSCHE**  
CARRERA CUP  
SCANDINAVIA

Sticker Regulation 2026

 Reserverad PCCS



Number	Quantity	Size (in mm)	Colour	Logo/Symbol	Placement
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
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	Original Colours	PORSCHE	Windscreen
13	2	280 x 66	Original Colours	MOBIL1	Front bumper, left and right

## Part 4 | Attachments/Drawings

14	1	207 x 107	Original Colours	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	Isolated team logo permitted. No further branding	Centre radiator mesh
			Logo: White		
20	2		Black or White	<a href="#">Reservation PCCS</a>	Rear-view mirror, left- and right
21	2		Black or White	Reservation PCCS	Roof side, driver name, left- and right
22	2		Original Colours	Driver National Flag	B-pillar, 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. PCCS logo + Partner logo	Left- and right door
25	2	255 x 50	Original Colours	TAG Heuer	Areas above daytime running light unit
26	2		Original Colours	Reservation PCCS	Front bumper above MOBIL 1 logo, left and right

### Please note:

1. The obligatory stickers are to be obtained only from PCCS.
2. The minimum space between stickers must be at least 30 mm.
3. The sticker positions 1–26 is strictly reserved for Porsche Sweden.
4. Usage of current or historic livery of Porsche Motorsport works racing vehicles is reserved for Porsche AG.

### Exclusivity rule

Advertising of competitor partners that compete with partners of Porsche Sweden, Porsche Carrera Cup Scandinavia and/or cooperation partners shall be prohibited. In regard to the exclusivity of the partners of Porsche Sweden, the following rules apply. The exclusivity rule refers to the industry sector or to the product range of a manufacturer.

1. Mobil 1 is the exclusive partner of the Porsche Carrera Cup Scandinavia for lubricants, thus prohibiting Competitors to communicate or advertise for companies or products that are competitors of Mobil 1 lubricants.

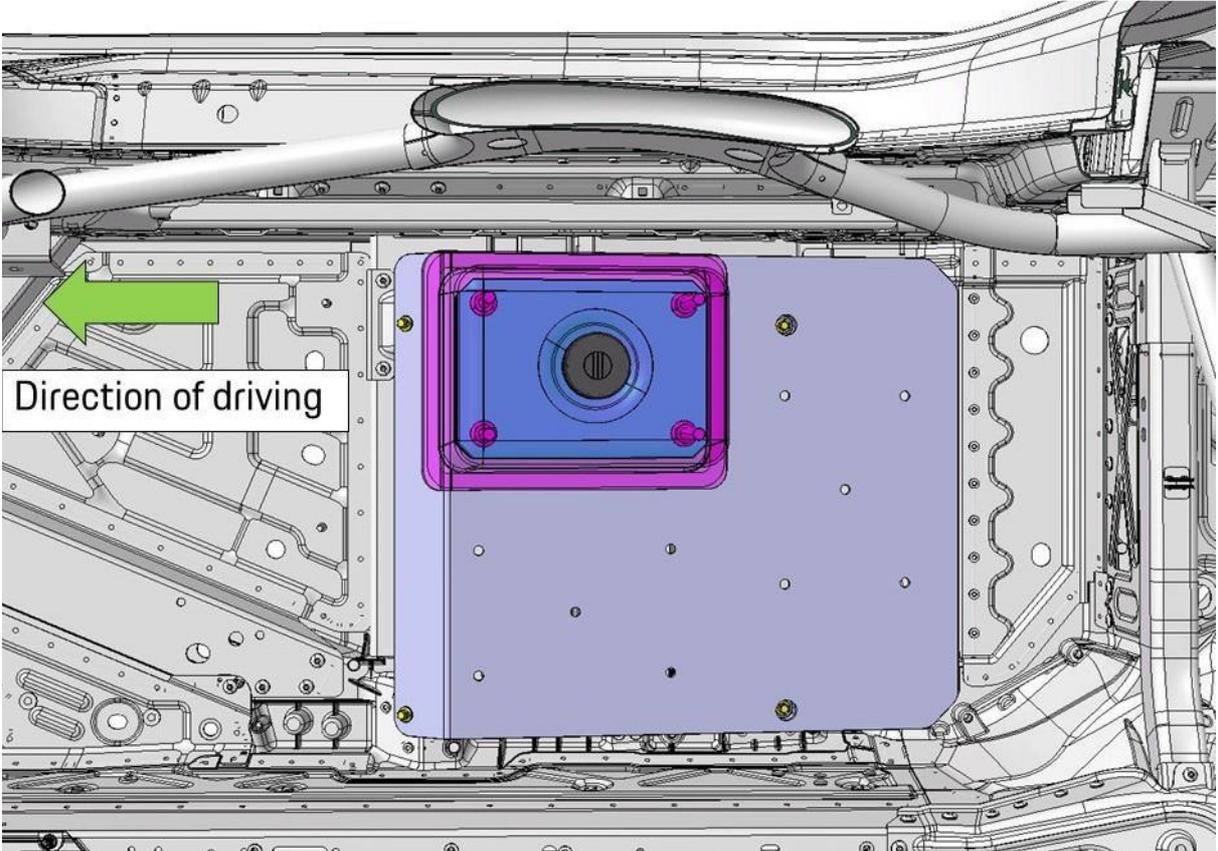
2. Michelin is the exclusive partner of the Porsche Carrera Cup Scandinavia. Therefore, it is forbidden to teams to communicate or advertise for companies or products that are competitors of Michelin.
  
3. TAG Heuer is the exclusive partner regarding watches and jewellery. The exclusivity is limited to the relationship with Porsche, not to the advertising space on the race cars, which is available to the customer teams. This means teams can still show their own chronographs, professional timekeeping pieces, wall clocks and other timing equipment partner on the car, as long as the TAG Heuer logo is on the car as well. Furthermore, a maximum of four race cars per series may be exempted from the obligation to show the TAG Heuer logo, decision of exemption is up to markets.

There is no exception for partners of exclusivity.

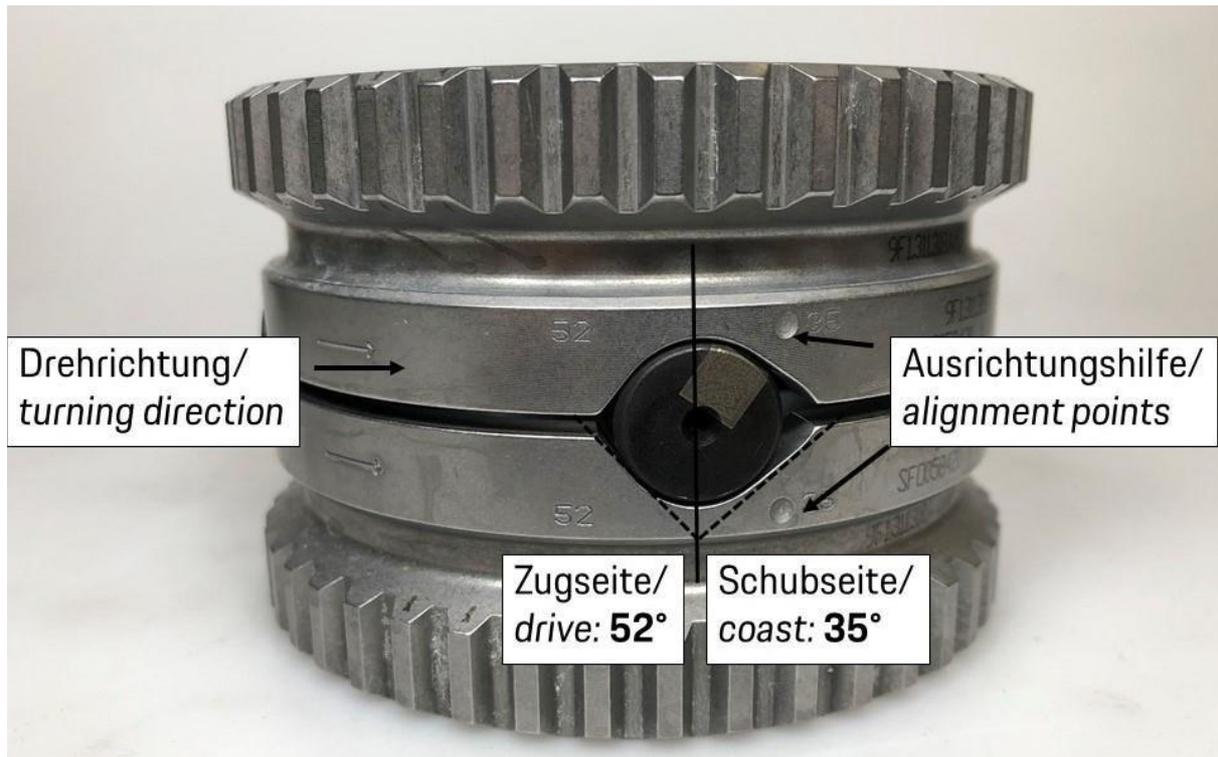
\* We reserve the right to make changes.

**Attachment 3 – Ballast weights**

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

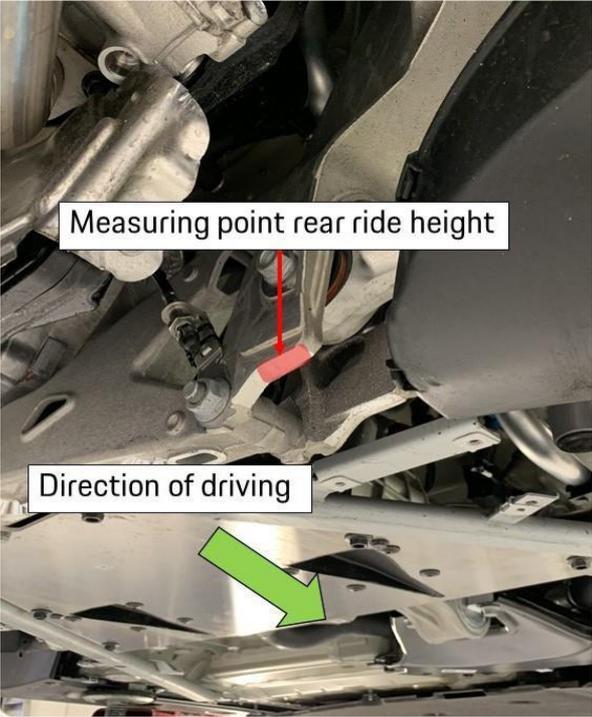
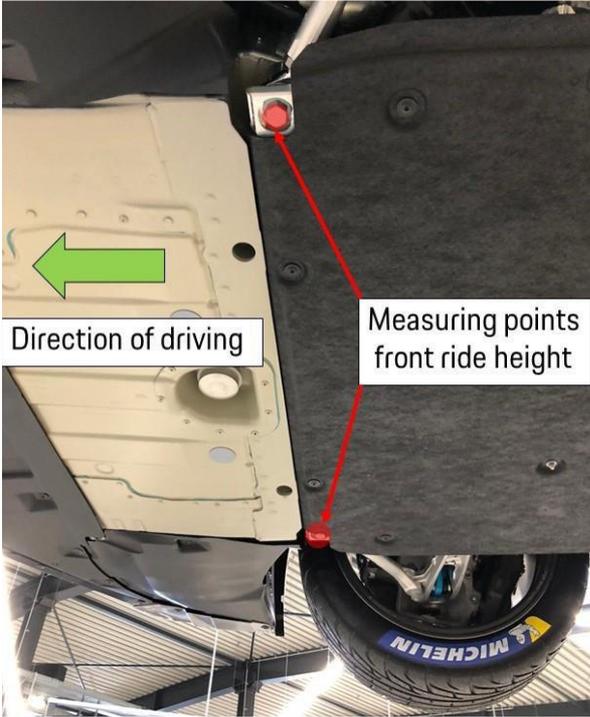
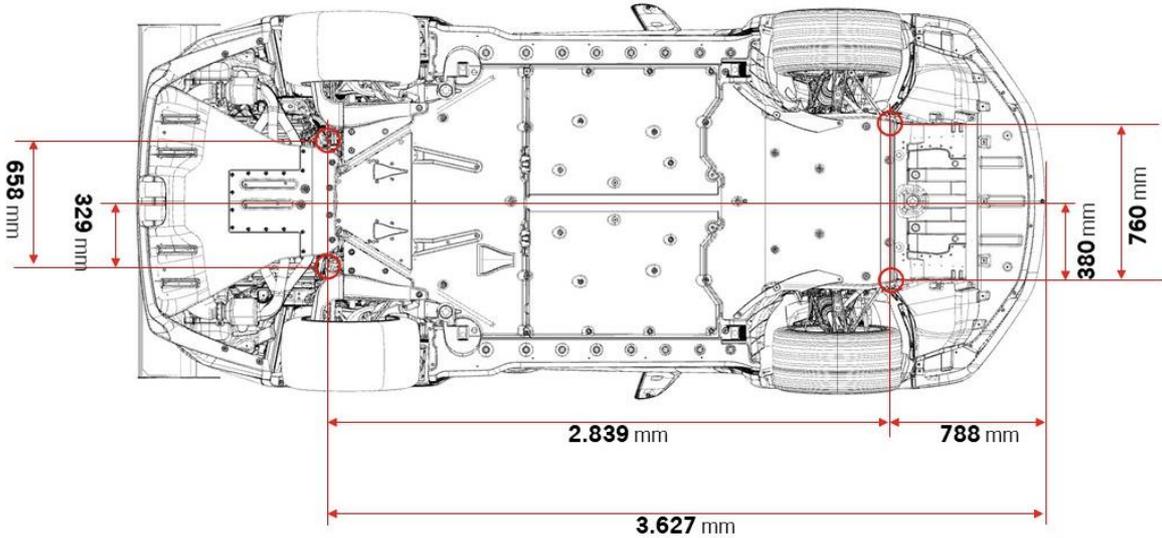


**Attachment 4 – Differential lock ramp breakover angle**

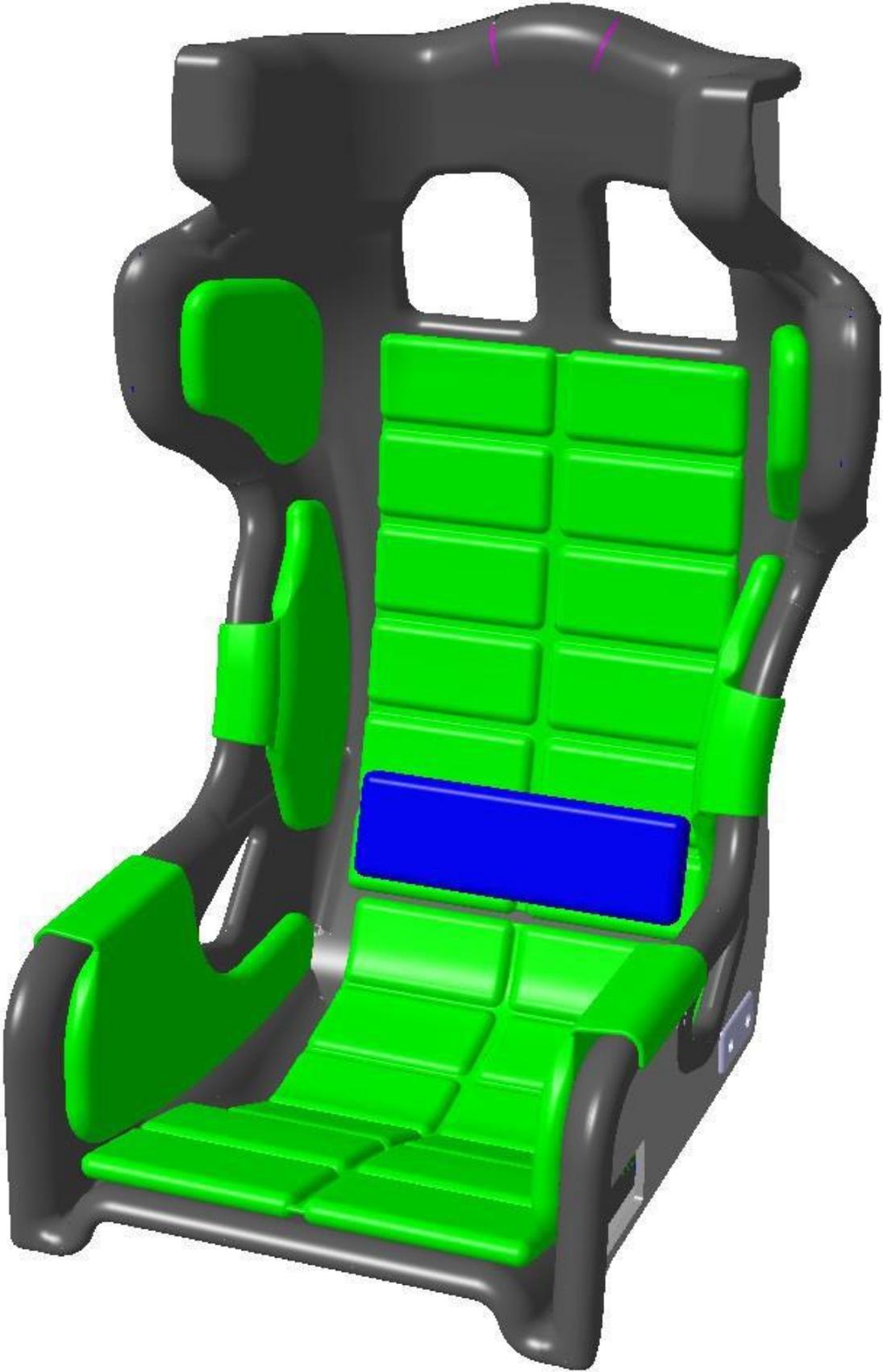


### Attachment 5 – Ground clearance measuring points

Ground clearance measuring positions:

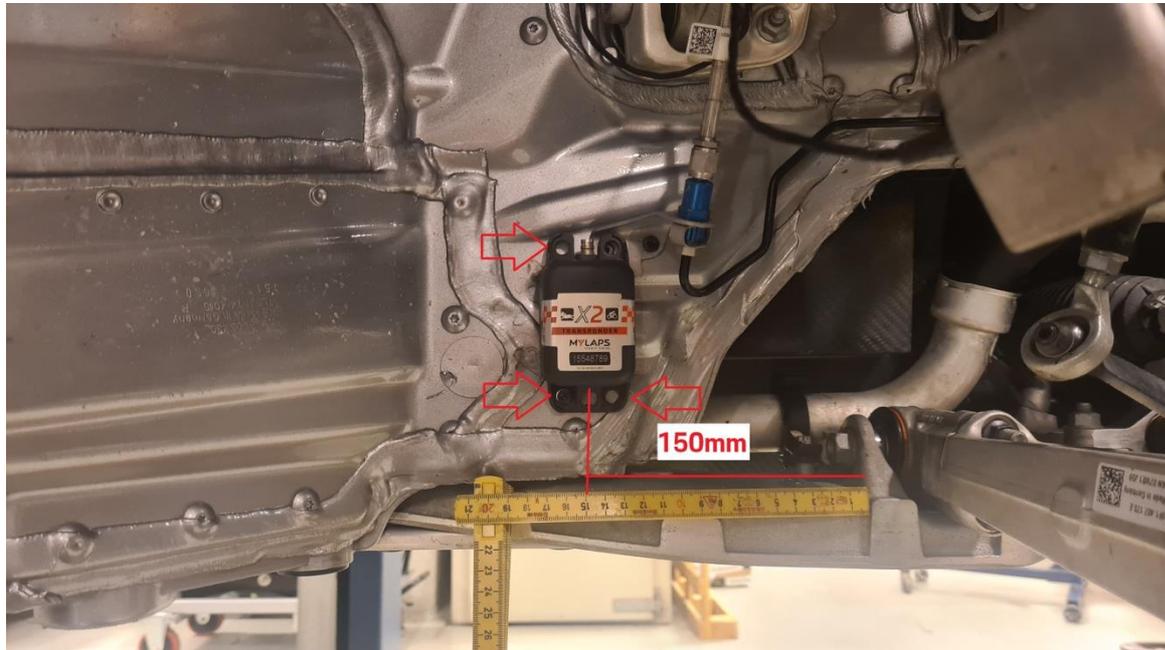


Attachment 6 – Seat padding



### Attachment 7 – Timing Transponder Position

Mandatory position for the transponder on the Porsche 911 GT3 Cup (992).



**Attachment 8 – Tyre Table**

	<b>Rule 1</b>	<b>Rule 2</b>
<b>Race event</b>	Opening event (or first event of a permanent starter, a permanent starter with a late entry or first event of a Guest Driver, optional from the second entry of a Guest Driver).	Every additional event (optional from the second entry of a Guest Driver or Late Entry Driver).
<b>Slick tyres</b>	<p><b>Max. number:</b> 4 sets</p> <p><b>Tyre marking:</b> max. 2 sets (new) before practice sessions, only to be used in the practice sessions</p> <p>max. 2 sets (new) before the qualifying session, only to be used in the qualifying session and races.</p> <p>Used slick tyres from any previous event must not be used.</p>	<p><b>Max. amount:</b> 4 sets</p> <p><b>Tyre marking:</b> max. 2 sets (used) previously marked, only to be used in the practice sessions</p> <p>max. 2 sets (new) before the qualifying sessions, only to be used in the qualifying session and races.</p> <p>For the practice sessions, only previously marked tyres which were allocated to that competition number in a previous competition of the Porsche Carrera Cup Scandinavia <u>2026</u> can be used.</p>
<b>Rain tyres</b>	<p><b>Max. number:</b> 2 sets</p> <p><b>Tyre marking:</b> max. 2 sets before qualifying session.</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>	<p><b>Max. amount:</b> 2 sets</p> <p><b>Tyre marking:</b> max. 2 sets before qualifying session.</p> <p>The use of unmarked rain tyres in practice sessions is permitted.</p>

**Attachment 9 – Alternative Part Number Reference Table**

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

### Attachment 10 – Cameras

Mandatory mounting positions for the cameras and the wiring harnesses connected to the V-box system.

**Front facing camera mounting position and wiring harness routing:**



**Rear facing camera mounting position and wiring harness routing:**





2026