

Series Bulletin 1/2026 Supplement to the Regulations 2026

The amendment is valid with immediate effect.

Changes made as follows:

- Deletions are printed in '**Bold**', '*Italics*' and crossed out (~~word~~).
- Additions are printed in '**Bold**' and '*Italics*'.

Approved by KNAF
permit: 0323.26.188
date: 20-5-2026

SPORTING REGULATIONS

12.12 Mandatory pitstop in Race 3

During race 3, a pitstop to accommodate the Driver change is mandatory. Solo Drivers will also have to adhere to all of the regulations regarding the mandatory pitstop as they are applicable to cars with two Drivers, **but they can stay in the car during the mandatory pit stop**. The minimum pitstop time is set at 2 minutes, taking into account the time driven from the entry timing loop to the exit timing loop and the obligatory stop for the Driver change. The timing loops will be clearly indicated during the Driver's Briefing. The pit stop must be carried out in ~~front of the designated area of the team~~ **the allocated working area of the Team in the working lane**. The pit stop must be carried out by passing the pit lane entry timing loop between 18 minutes and 27 minutes respectively of the race. These times will be counted from the start of the race (green light ~~or extinguishing of the red light~~).

The following ~~Stop & Go~~ penalties can be applied by the race director if there is a breach of this Article:

- 1) Measured pitstop time too short: Stop & Go Penalty of the missing time
- 2) Any stopping or driving at an abnormally slow speed after the pit stop carried out: Drive-Through
- 3) ~~All~~ speeding over the limit of 60 km/h in the pit lane **during the execution of the mandatory pit stop**: Drive-Through
- 4) Start of the obligatory pit stop outside the obligatory pit window: Drive-Through
- 5) Not performing the pit stop: five minutes time penalty

Any other pitstops either within or outside the pit window which do not have the purpose of executing the mandatory driver change are not bound to the reference time.

16 PROTESTS AND APPEALS

Protests and appeals shall be covered by the FIA International Sporting Code. The protest fee is regulated by the KNAF.

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

- a) "Drive-Through" or "Stop-and-Go" penalties, including those imposed during the last laps of a race (or after the race) and converted to a time penalty.
- b) Penalties stating or implying the deletion of one, several or all qualifying and race lap times.
- c) Imposition of Reprimands
- ~~d) Time penalties~~
- e) Drop of grid positions.

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

TECHNICAL REGULATIONS

31. Table 4 - max. permissible thicknesses of the spacer washers ("Camber shims")

Car Type	Front	Rear
Porsche 911 GT3 Cup, type 992 + ABS	20,0mm	15,0mm
Porsche 911 GT3 Cup, type 991 Gen II + ABS	18,0mm	15,0mm
Porsche 911 GT3 Cup, type 991 Gen I + ABS		
Porsche 718 Cayman GT4 RS Clubsport, type 982	18,0mm	18,0mm
Porsche 718 Cayman GT4 Clubsport MR, type 982 (with air intake)		
Porsche 718 Cayman GT4 Clubsport MR, type 982 (without air intake)		
Porsche 718 Cayman GT4 Clubsport, type 982 (Trophy Spec)		
Porsche Cayman GT4 Clubsport, type 981		

For the competition at Zandvoort, Zolder & Spa Francorchamps the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms of GT3 Cup (type 992) are:

- Front axle: 19.0 mm
- Rear axle: 13.0 mm

and for all GT4 ~~Clubsport~~ cars are:

- Front axle: 18.0 mm
- Rear axle: 10.0 mm

A change to the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms and/or camber values can be announced by Stewards' bulletin at any time before or during any event. It is permitted to fix the camber shims in position with aluminium tape.

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

86.3. Allowed adjustments

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

- ~~Front axle: 18.0 mm~~
- ~~Rear axle: 18.0 mm~~

~~With an exception for Zandvoort. Front axle can be max. 18 mm and rear axle 10 mm.~~

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

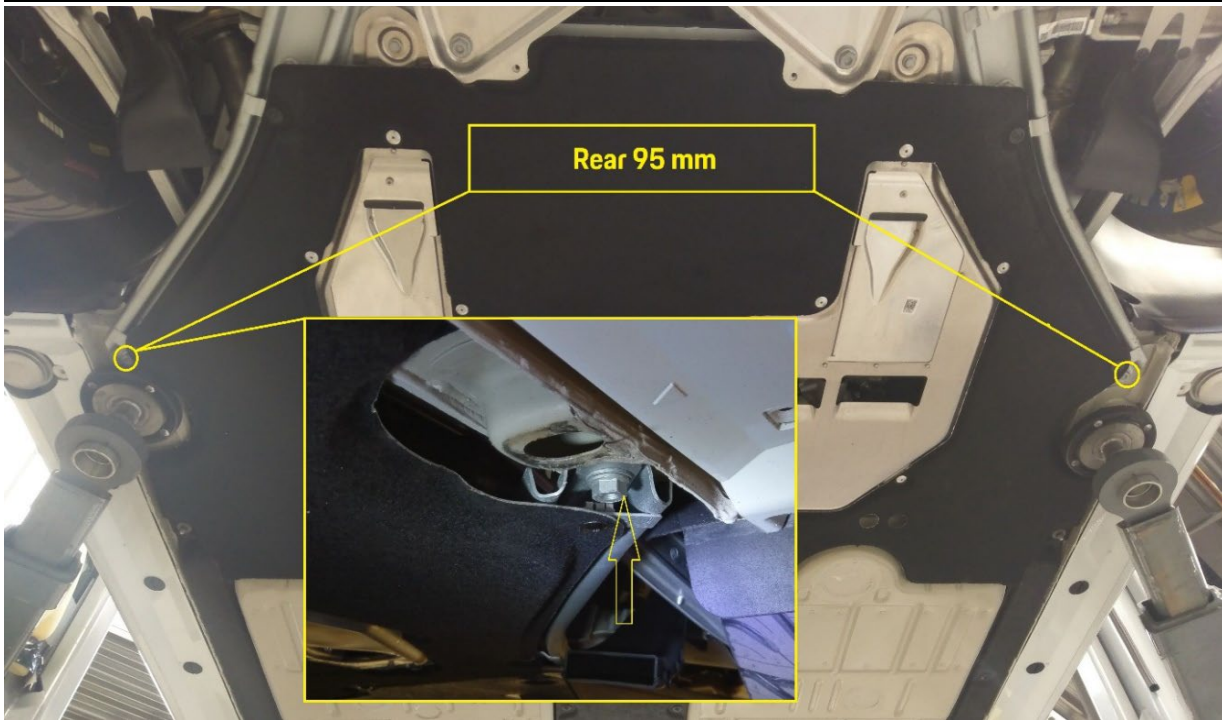
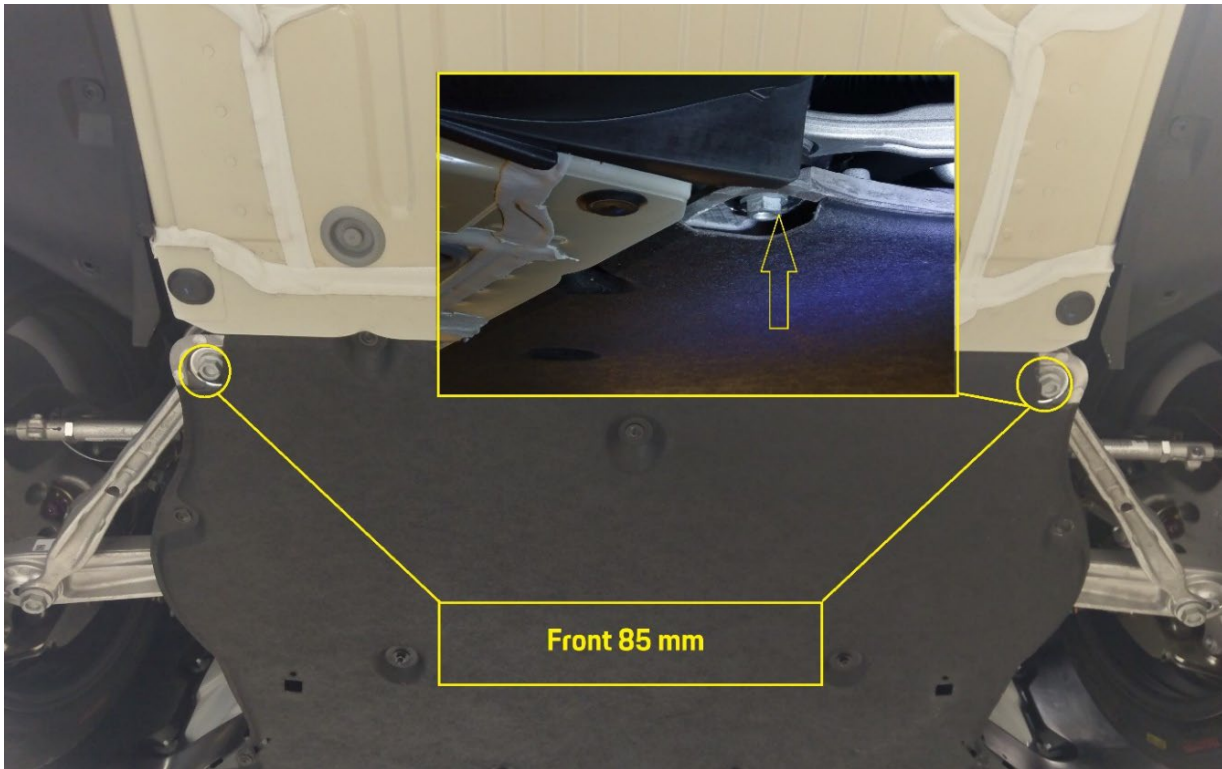
It is permitted to fix the camber shims in position with aluminium tape.

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

The wheelbase on the left and right sides of the car must be 2,476 mm +/-10 mm.
The measuring points are the centres of the wheel hubs.

Part C6: Specific Tech. Regulation according to the model Porsche 718 Cayman GT4 Clubsport, 'Trophy'-spec, Type 982, ('19-'20)

Attachment 1: Ride height measuring points



Part C7: Specific Tech. Regulation according to the model Porsche Cayman GT4 Clubsport, 'Trophy'-spec, Type 981, ('16)

Attachment 1: Ride height measuring points

