

**Series Bulletin 2/2026
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: 0323.26.301
date: 21-9-2026

TECHNICAL REGULATIONS**Part A.: General Technical Regulations****10. Accepted Cars and Divisions**

Class	Car Type	MY
GT3 CUP	<i>Porsche 911 Cup, type 992 II</i>	'26
	Porsche 911 GT3 Cup, type 992 + ABS	'21-'25
	Porsche 911 GT3 Cup, type 991 Gen II + ABS	'17-'19'
	Porsche 911 GT3 Cup, type 991 Gen I + ABS	'13-'16
CAYMAN	Porsche 718 Cayman GT4 RS Clubsport, type 982	'22-'24
	Porsche 718 Cayman GT4 Clubsport MR, type 982 (with air intake)	'19-'20
	Porsche 718 Cayman GT4 Clubsport MR, type 982 (without air intake)	'19-'20
	Porsche 718 Cayman GT4 Clubsport, type 982 (Trophy spec)	'19-'20
	Porsche Cayman GT4 Clubsport, type 981	'16

The cars must meet these regulations (Part A and Part B) and the specific technical specifications of Part C and Appendix J of the International Sporting Code in full. A change of cars must be applied for in writing by the team (entrant) and must be approved in written form by the series organizer prior to the change. The decision to approve a change of car is at the absolute discretion of the series organizer.

Part B: Appendices

28. Table 1 - Tyre/rim sizes

Car Type	Slick Front	Slick Rear	Rain Front	Rain Rear	Rim Front	Rim Rear
Porsche 911 Cup, (type 992 II)	30/65-18	31/71-18	30/65-18	31/71-18	12Jx18 ET23,5mm	13Jx18 ET44,5mm
Porsche 911 GT3 Cup, type 992 + ABS	30/65-18	31/71-18	30/65-18	31/71-18	12Jx18 ET23,5 mm	13Jx18 ET44,5 mm
Porsche 911 GT3 Cup, type 991 Gen II + ABS	27/65-18	31/71-18	27/65-18	31/71-18	10,5Jx18 ET28 mm	12J18 ET53 mm
Porsche 911 GT3 Cup, type 991 Gen I + ABS						
Porsche 718 Cayman GT4 RS Clubsport, type 982	25/64-18	27/68-18	25/64-18	27/68-18	9Jx18 ET41 mm	10,35Jx18 ET47,5 mm
Porsche 718 Cayman GT4 Clubsport MR, type 982 (with air intake)	25/64-18	27/68-18	25/64-18	27/68-18	9Jx18 ET41 mm	10,35Jx18 ET47,5 mm
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						

Porsche 911 Cup (type 992 II) cars need to use the Michelin N4 type tyres (front and rear).

Porsche 911 GT3 Cup (type 992) cars need to use the Michelin N3 (front) and the N3R (rear) type tyres.

Porsche 911 GT3 Cup (type 991) cars need to use the N2 type tyres (front and rear).

718 Cayman GT4 RS Clubsport cars need to use the Michelin N2 (**front**) & N2R (**rear**) ~~range~~ type tyres.

718 Cayman GT4 Clubsport cars need to use the Michelin N2 (front) and N2R (rear) type tyres.

29. Table 2 – Minimum Car weight per Car type

Car Type	Weight
Porsche 911 Cup, type 992 II	1314kg
Porsche 911 GT3 Cup, type 992 + ABS	1311kg
Porsche 911 GT3 Cup, type 991 Gen II + ABS	1230kg
Porsche 911 GT3 Cup, type 991 Gen I + ABS	1225kg
Porsche 718 Cayman GT4 RS Clubsport, type 982	1330kg
Porsche 718 Cayman GT4 Clubsport MR, type 982 (with air intake)	1295kg
Porsche 718 Cayman GT4 Clubsport MR, type 982 (without air intake)	1325kg
Porsche 718 Cayman GT4 Clubsport, type 982 (Trophy Spec)	1325kg
Porsche Cayman GT4 Clubsport, type 981	1290kg

30. Table 3 – Ground Clearance

Car Type	Front	Rear
Porsche 911 Cup, type 992 II	72 mm	106 mm
Porsche 911 GT3 Cup, type 992 + ABS	72 mm	106 mm
Porsche 911 GT3 Cup, type 991 Gen II + ABS	78 mm	100 mm
Porsche 911 GT3 Cup, type 991 Gen I + ABS		
Porsche 718 Cayman GT4 RS Clubsport, type 982	79 mm	100 mm
Porsche 718 Cayman GT4 Clubsport MR, type 982 (with air intake)	101 mm	94 mm
Porsche 718 Cayman GT4 Clubsport MR, type 982 (without air intake)	85,0 mm	95,0 mm
Porsche 718 Cayman GT4 Clubsport, type 982 (Trophy Spec)		
Porsche Cayman GT4 Clubsport, type 981		

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

Car Type	Front	Rear
Porsche 911 Cup, type 992 II	15,0 mm	11,5 mm
Porsche 911 GT3 Cup, type 992 + ABS	20,0 mm	15,0 mm
Porsche 911 GT3 Cup, type 991 Gen II + ABS	18,0 mm	15,0 mm

Porsche 911 GT3 Cup, type 991 Gen I + ABS		
Porsche 718 Cayman GT4 RS Clubsport, type 982		
Porsche 718 Cayman GT4 Clubsport MR, type 982 (with air intake)		
Porsche 718 Cayman GT4 Clubsport MR, type 982 (without air intake)	18,0 mm	18,0 mm
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 off GT3 Cup (type 992) MY21-25 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

For the competition at Spa Francorchamps the maximum permissible combined thickness of the spacer washers in the front and rear axle control arms of 911 Cup (type 992 II) are:

- ***Front axle: 15.0 mm***
- ***Rear axle: 10.5 mm***

Part C: Specific Technical Descriptions

All cars must meet the technical descriptions of these regulations and Appendix J of the International Sporting Code in full. In addition to the technical regulations according to Part A in these regulations, the following specific technical descriptions are applicable for the respective car types. Technical acceptance of the cars is undertaken by the technical scrutineers.

Part C8: Specific Technical Regulations according to model year Porsche 911 Cup, Type 992 II (MY'26)

122. General car description

Porsche 911 Cup (992 II), MY 2026

Concept: Single-seated customer race car

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

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

123. Engine

123.1. General description

- Water-cooled six-cylinder boxer engine
- Displacement 3,996 cm³; stroke 81.5 mm; bore 102 mm
- Max. power: 382 kW (520 hp) at 8,400 rpm; Max. torque: 470 Nm at 6,150 rpm; Max. rpm: 8,750 rpm
- Camshafts with extended valve opening times
- Flow optimized single throttle butterfly system
- Intake manifold with two resonance flaps
- Dry-sump lubrication with oil-water heat exchanger
- Race exhaust system with DMSB certified catalytic converter
- Engine control unit Bosch MS 6.6 with integrated Porsche Motorsport Traction Control (PMTTC) and Push-2-Pass functionality (TBD)
- Single-mass flywheel

- Fuel quality: Superplus unleaded, to E20 (min. 98 octane); E-Fuels ready (FIA Appendix J compliant)

Engines must not necessary be sealed to be permitted in the Series. Anyhow, engines can be called in and inspected at any time by the Scrutineers or on the instructions of the Stewards.

123.2. Engine electronic control units

Throughout the entire event, only sealed engine electronic control units are permitted to be used.

The engine electronic control unit including 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 during 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_0301_911Cup_nkn8_data_CupPA_C07.s19" during each event. The Series Organiser reserves the right to amend this program software requirement at any time during an event or between events.

123.3. Engine oil quick refill

The use of the optional "oil quick filling kit" as shown in the Spare Parts 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 Polyurethane clear tape (such as Heli tape or similar). The use of the engine oil quick fill in the pit lane during any event is prohibited.

123.4. Engine Coolant

The only permitted engine coolant is a mixture of 2 litres of corrosion inhibitor (available in the Porsche Motorsport parts catalogue) and 22 litres of distilled water. The use of anti-freeze is prohibited.

124. Power transmission (gearbox/differential lock)

124.2. 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	20/37	i = 1.850
4th gear	24/36	i = 1.500
5th gear	24/30	i = 1.250
6th gear	28/30	i = 1.071

- 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
- Four-plate sintered metal race clutch with improved pedal stop
- Paddle shift with electronic shift barrel actuator

124.3. 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 2). 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 Spare Parts Catalogue).

125. Lubrication system

125.2. 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.

125.3. Engine

Mobil 1 C40 GT 0W-40

125.4. Transmission

Mobilube 1 SHC 75W-90 transmission oil is compulsory.

126. Brakes

It is not permitted to modify the car to endurance brake calipers, even if they might be listed in the Spare Parts Catalogue.

It is permitted to remove the protective rubber cap of the brake callipers bleeder valves, though this is not recommended.

General description

- Two independent brake circuits incorporating front and rear axle brake pressure sensors
- Driver adjustable brake force distribution via brake balance system
- Bosch Race ABS (Generation 5)
- Racing brake pads
- Optimized brake ducts
- Ergonomic brake pedal positioning
- Improved brake line connection to caliper
- Software based hydraulic leak detection
- Enlarged brake fluid reservoirs with fluid level sensor fixation geometry
- Pressure sensor brake light switch

The Bosch Race ABS system must always be installed but use of any ABS switch position 0 – 11 is permitted.

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

- Front axle (diameter: 19.1 mm) and
- Rear axle (diameter: 17.8 mm).

Front axle:

- Six-piston aluminum monobloc racing brake calipers with 'anti knock-back' piston springs behind every piston.
- Ventilated 380 mm x 35 mm steel brake discs mounted on aluminum disc bells
- Ventilated 380 mm x 32 mm steel brake discs mounted on aluminum disc bells
- Increased friction surface (high annulus brake disc & optimized brake pad geometry)

Rear axle:

- Four-piston aluminum monobloc racing brake calipers with 'anti knock-back' piston springs behind every piston.
- Ventilated 380 mm x 32 mm steel brake discs mounted on aluminum disc bells

Permitted use of brake components

In case the front brake discs of the 992 (MY26) with part numbers (left) and (right) are used, the only permitted brake pads are the ones from 992 (MY 21-MY 25) with part number 9F1615432.

It is permitted to mount the front brake discs of the 992 (MY 21-MY 25) with part numbers 9F1615283A (left) and 9F1615284A (right) in combination with brake pads with part number 9F1615432.

The only permitted brake discs for the rear axle are 9F1615583A (left) and 9F1615584A (right). The only permitted brake pad for the rear axle are the ones from 992 (MY26) with part number 9F1615432F.

127. 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
- Tyre pressure monitoring system

127.2. General description front axle

- Double wishbone front suspension, adjustable ride-height, camber and toe
- Electric power steering with reduced turning circle and manual function to ease car manoeuvring
- Stud connection concept for steering rack fixation

127.3. General description rear axle

- Multi-link rear suspension, adjustable ride-height, camber and toe
- Motorsport driveshafts with optimized cooling ribs & bearing cage for reliability and durability

127.4. Permitted 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 dependent on the track for each event and is given in Part B Article 31 "Table 4 - max. permissible thicknesses of the spacer washers ("Camber shims")".

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

127.5. 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 1.0 mm. Designated shims shown in the Spare Parts Catalogue are permitted to be used to compensate for the axial clearance.

127.6. 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.

128. Wheels (flange + rim) and tyres

128.2. 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

128.3. Wheels

The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original type of tyre pressure and temperature sensors. Only the use of valve caps mentioned in the respective Spare Parts Catalogue or valve caps supplied by the official tyre supplier are permitted and they must be fitted for all sessions at all events.

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

128.4. 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 is permitted to be used for the duration of the events and the official test.

128.5. Slick tyres

- Front: 30/65 R 18 Porsche Cup N4

Rear: 31/71 R 18 Porsche Cup N4

128.6. Rain tyres

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

The series organizer suggests that all Competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. It is permitted to refit tyres, but the refitting must be performed by the official tyre supplier. Should the tyre manufacturer prescribe a rotational direction for its tyres, then any departure from the manufacturer's prescription is prohibited.

129. Bodywork and dimensions

129.2. 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 and integrated louvres
- Widened front bumper with three-piece spoiler lip
- Rear bodywork with integrated rain light in accordance with FIA regulations

129.3. Lightweight exterior:

- Recyclate carbon-fibre reinforced plastic doors with quick release push button
- Recyclate carbon-fibre reinforced plastic rear lid with integrated quick-release fasteners; removable
- Recyclate 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

129.4. Modified 911 cockpit:

- Recyclate carbon -fibre reinforced plastic interior trim panels
- Ergonomic digital touch panel with multi-colour backlight, finger guards and real click-force feedback aligned towards driver

- Multifunctional carbon-fibre reinforced plastic motorsport steering wheel with quick release coupling, ABS & TC adjustment dials, thumbwheels, shift paddles and illuminated push buttons with selective fingerguards
- 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
- Auxiliary ballast base plate for car weight balancing and optional equipment fixation structure
- 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 recycle carbon

129.5. Overall car dimensions and overhangs

The total length of the car is 4599 mm (181.06 inch) +/- 15.0 mm

The track width of the front axle measured at the centre of wheel hub plugs is 1885 mm (74.21 inch) +/- 10 mm.

The track width of the rear axle measured at the centre of wheel hub plugs is 1855 mm (73.03 inch) +/- 10 mm.

The front overhang is 1034 mm (40.71 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, including front lip).

The rear overhang is 1097 mm (43.19 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.

129.6. External bodywork (including windows)

The delivery status of the bodywork must be preserved.

129.7. Windscreen

As a replacement to the original part, a heated windscreen as shown in the Spare Parts Catalogue is permitted. The heated 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.

129.8. Side and rear windows

Any covering of the side (door) and rear windows by any form of tape or film (other than in compliance with the Sticker Regulations) is not permitted. Covering of the rear side windows by tape or film is permitted provided that no slots or gaps are covered or reduced.

129.9. Cockpit

129.9.1. Seat

The adaption of the seat by the addition of original Sabelt seat padding shown in green and blue in Attachment 4 is permitted.

Each padding shape may only be used in the specific and correct location and direction as shown in Attachment 4. Additional padding at the head rest can only be added in accordance with the following conditions and subject to the Technical Scrutineers' approval:

- 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. A foamed seat insert, 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 Technical Scrutineers.

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.

The weight of the foamed seat insert will be included in the weight of the car, not in the Driver's weight.

129.9.2. 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.

129.9.3. Safety nets

Every car must be equipped with safety nets mounted in compliance with the official Dr. Ing. h.c. F. Porsche AG mounting instructions.

129.9.4. Additional roof hatch accessories

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

129.10. Ground clearance of car

The minimum ground clearance of the ready-to-drive car (with the Driver in the car and tyres at 2.0 bar $\pm$ 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the event.

For the entire duration of the event the ground clearance may not be under the values specified under Article 30 (Table 3 – Ground Clearance). The measuring points (see Attachment 3) 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 the reinforcement sleeves (part number 9F1.407.371) fitted on the subframe, as well as undamaged and unmodified mounting bolts (part number WHT.008.757). The height of an undamaged and unmodified mounting bolt head will be defined as 11.4 mm $\pm$ 0,1 mm. If the height of the mounting bolt heads fitted to the car during the ground clearance measurement measures less than 11.3 mm, the difference will be taken into account.

129.11. Measuring location and 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. If the Driver is not available at this point, the Competitor must nominate a substitute person of the same or higher weight as the Driver in this session to take the Drivers place.

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 calipers or depth gauges to determine the car's ground clearance.

129.12. Failure to reach minimum ground clearance

Failure to reach the minimum ground clearance 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 Stewards being satisfied with regard to the 107% qualification requirement. Failure to reach the minimum ground clearance in the race may result in disqualification from the points classification for the race.

130. Aerodynamic devices

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

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 Stewards.

130.2. Wrapping, painting and taping

Subject to compliance with the Sticker Regulations (Attachment 2) and Article 2.8.5, it is permitted to wrap or paint the entire outer surface of the vehicle (including the rear wing section) for the purpose of presentation, colour scheme and promotional advertising. No slots, joints or openings may be wrapped unless specifically provided for in these regulations. Any wrapping or painting material used must not provide any aerodynamic advantage.

It is permitted to wrap or tape over the slots between the fuel filler door and the surrounding front fender.

It is permitted to tape over the full area of the headlight lenses with transparent Polyurethane tape (such as Heli tape or similar).

The use of a stoneguard over the lower rear fender is optional, but if a stoneguard is fitted, this must be the original Porsche part fitted in the original position. Where an original Porsche stoneguard is fitted, it is permitted to add a further layer of protection in the form of transparent Polyurethane tape (such as Heli tape or similar) either on top of or underneath the original Porsche part, provided that the dimensions of the additional layer do not exceed those of the original part.

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

131. Electrical equipment

131.2. General description

- 10.3" Porsche colour display Porsche logger
- Porsche logger and power box
- High precision GPS for track positioning and lap time recording
- Fire extinguisher system with integrated function- and battery-diagnosis (extinguishing agent: NOVEC gas)
- Lightweight 12 V, 40 Ah battery (LiFePO4) leak-proof, installed in co-Driver's footwell
- Digital display touch panel with dynamic icon/function concept, finger guards, real click-force feedback and car setting adjustment possibility
 - Brake bias potentiometer reset
 - Steering angle reset
 - Fuel and exhaust ECU map selection, Pit-speed adjustment
- 175 A alternator
- Single-arm windscreen wiper with direct drive (intermittent and continuous operation)
- Three additional centre console switches for additional power consumers
- Data connection (data logger, video system)

131.3. LED Lighting system

- Main headlights with integrated daytime running lights
- Taillights with stroboscope flash function as engine stall indication
- Rainlight in compliance with FIA homologation regulation

131.4. 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.

It is not permitted at any time for any Competitor, with any equipment, to read any sensors 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.

131.5. 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 Dr. Ing. h.c. F. Porsche AG are permitted to be used for the duration of the event. Only the onboard COSWORTH GPS antenna is to 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. Optionally, the usage of the following electrical equipment from the Dr. Ing. h.c. F. Porsche AG- and Manthey Spare Parts Catalogues is permitted:

- Z HARNESS USB
- RLU RUGGED USB MEMORY
- MTH000116A – AS Charging cable (installation according to latest mounting instructions)
- MT001179A - AS USB Memory holder

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 (text form sufficient) by the Series Organiser. Directly after parking in Parc Fermé, the Driver is permitted to remove the optional RLU RUGGED USB MEMORY from his car. The removal by any other person or removal by the Driver at a later time before the end of Parc Fermé is prohibited.

132. Miscellaneous

132.1. Electronic car configuration

Throughout each event, the car must be run with the following configuration setting:

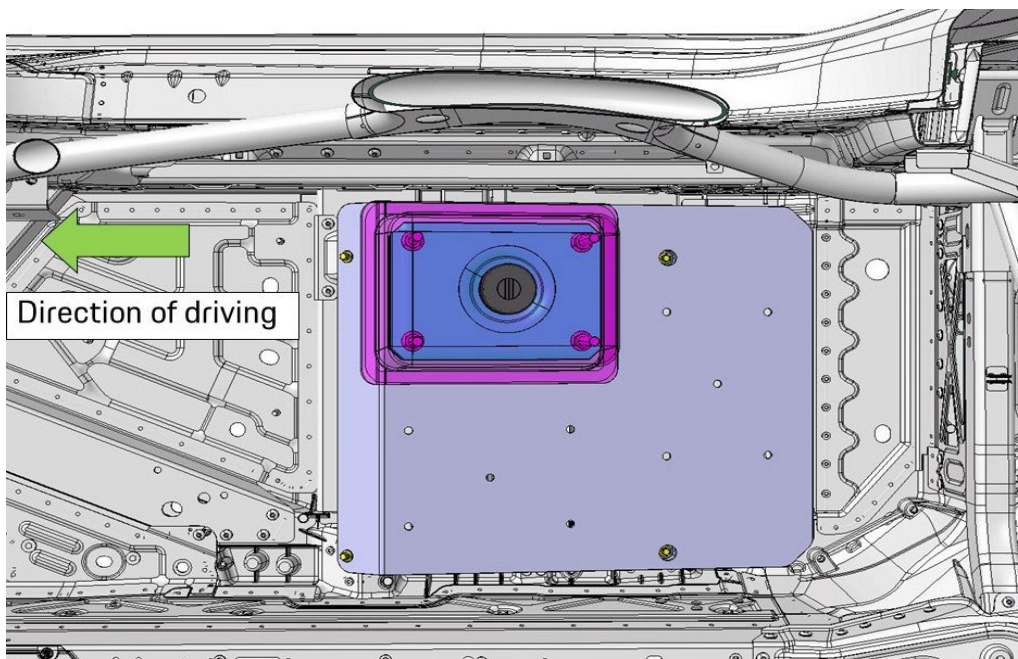
- exhaust system setting on "Silent" with the logged channel "log_m_exhaust" with the value 1.

132.2. Additional fixation rear brake air duct

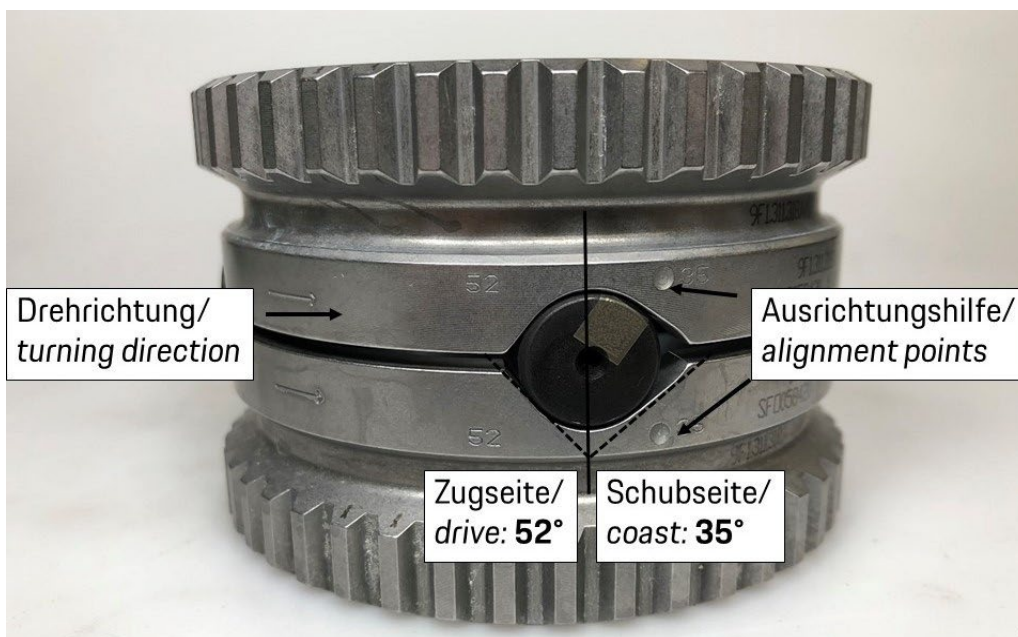
It is permitted to secure the two halves of the air duct element (part numbers 9F1.615.457, 9F1.615.458, 9F1.615.447A and 9F1.615.448A) using a maximum of 3 cable ties around each element, to prevent their separation.

Attachment 1 – Ballast weights

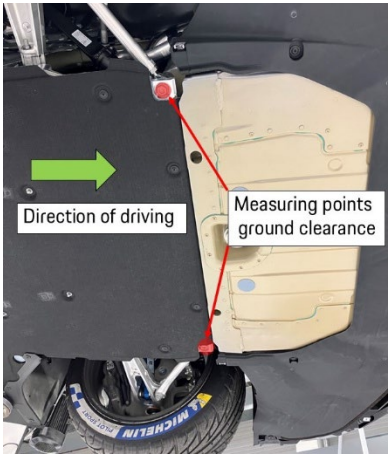
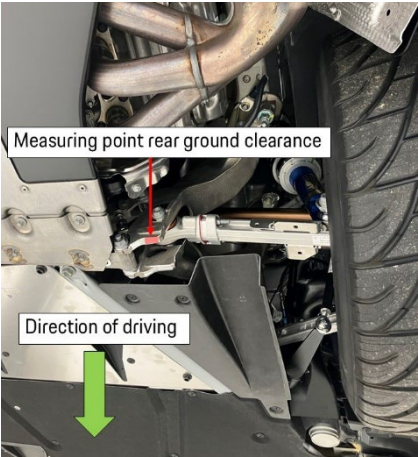
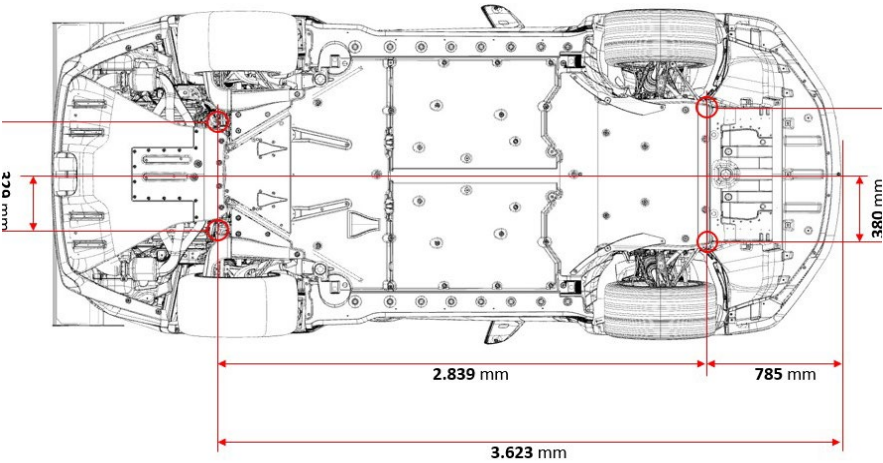
Ballast position on the front right side of the ballast plate mounted on the passenger seat mounting points.



Attachment 2 – Differential lock ramp breakover angle



Attachment 3 – Ground clearance measuring points



Attachment 4 – Seat padding

