PORSCHE

Porsche Carrera Cup Deutschland Regulations 2020

DMSB

General Regulations for Series run on Circuits / Automobile Sport

(as on 23/06/2020)

Name of the Series:

Porsche Carrera Cup Deutschland

DMSB Visa Number:
612/20

Status of the Series/Events: International

Foreword:
Porsche Deutschland GmbH, hereinafter called the Series Organiser, is hosting the Porsche Carrera Cup Deutschland for 2020.

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Contents:

Part 1: Sporting Regulations

1. Introduction

2. Organisation
2.1 Details of titles and awards of the Series
2.2 Name of the parent ASN
2.3 ASN Visa/Registration number
2.4 Name, address and contact details of the Series Organiser (permanent office)
2.5 Composition of the organising committee
2.6 List of Officials (Permanent Stewards)

3. Regulations and Legal Basis of the Series
3.1 Official language
3.2 Responsibility, Changes to the Rules of Participation and Cancellation of the Event
3.3 General definitions

4. Entries
4.1 Registrations/Entries, Entry Closing Date and Obligation to Participate
4.2 Entry Fees for the Season and per Event
4.3 Starting Numbers

5. Licences
5.1 Required grade of licence
5.2 Conditions for Entrants Outside their National Territory
5.3 E-Learning

6. Insurance, Liability Exclusion and Disclaimer
6.1 Organizer's/promoter's insurance
6.2 Declaration by the Competitor, Driver and Passenger (= Participant) on the Exclusion of Liability, Disclaimer of the Car Owner

7. Events
7.1 Calendar of Events*
7.2 Maximum Number of Cars Authorized
7.3 Running of the Events

8. Classification
8.1 Table of points
8.2 Equality of points

9. Private Practice and Testing

10. Administrative Checks
10.1 Timetable for administrative checks
10.2 Drivers' Meeting/Briefing

11. Scrutineering/Technical Checks
11.1 Repair, sealing and marking car parts
11.2 Timetable scrutineering/Technical Checks

12. Races
12.1 Use of wet-weather tyres
12.2 Wet race procedure
12.3 Pit stop safety and applicant's responsibility when starting from the pit area
12.4 False starts
12.5 Maximum number of persons working on a car and safety equipment

13. Title, Prize Money and Trophies
13.1 Title overall winner
13.2 Prize money and trophies

14. Protests and Appeals

15. Exclusion of Jurisdiction of a Court and Limitation of Liability

16. TV Rights/Advertising and Television Rights

17. Specific Regulations

18. Safety
18.1 Extrication Exercise
18.2 Pit Lane Safety
18.3 General Safety

Part 2: Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes
1.2 Principles of the Technical Regulations
1.3 General/preamble
1.4 Driver equipment
1.5 General regulations
1.6 Minimum weights and ballast
1.7 Car damage
1.8 Emission regulations
1.9 Noise regulations
1.10 Advertising on the driver's equipment/on the race car and start numbers
1.11 Safety equipment
1.12 Fuel type and single fuel
1.12.1 Fuel controls
1.12.2 Refuelling, refuelling installations and control
1.13 Technical definitions

2. Specific Technical Regulations

2.1 General information
2.2 Engine
2.2.1 Exhaust system
2.3 Power transmission (gearbox/differential lock)
2.4 Brakes
2.5 Steering (steering wheel/hub extension)
2.6 Wheel suspension
2.7 Wheels (flange and rim) and tyres
2.8 Bodywork and dimensions
2.9 Aerodynamic devices
2.10 Electrical equipment
2.11 Fuel circuit
2.12 Lubrication system
2.13 Data transfer
2.14 Miscellaneous

Part 3: Attachments/Drawings

Attachment 1:	Badge regulations 2020*
Attachment 2:	Sticker regulations 2020
Attachment 3:	Ballast weights
Attachment 4:	Differential lock ramp breakover angle
Attachment 5:	Differential design
Attachment 6:	Control arms
Attachment 7:	Minimum ground clearance, rear and front axles
Attachment 8:	Seat Padding
Attachment 9:	Accident Data Recorder (ADR)
Attachment 10:	Identification of original Porsche windscreens
Attachment 11:	Front Underbody Cover

These Regulations consist of 81 pages incl. 11 attachments.

Part 1: Sporting Regulations

1. Introduction

The Porsche Carrera Cup Deutschland Series, herein after called the Series, is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the DMSB. It will be run in conformity with these Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Art. 277).

The Series will be run according to the above regulations. For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Porsche Carrera Cup Deutschland Regulations, followed by the DMSB Regulations and thereafter the Supplementary Event Regulations.

The Series in 2020 consists of 11 races, held at 5 events and organised as circuit races.

The Series is supported by the following companies*:

- Michelin Reifenwerke AG & Co. KGaA
- ExxonMobil Oil Corporation - Mobil 1
- HUGO BOSS AG
- TAG Heuer - LVMH Swiss Manufactures SA
- ZF Friedrichshafen AG
- PUMA International Sports Marketing B.V.
- Brauerei C.& A. Veltins GmbH & Co. KG
- HAZET-WERK – Herrmann Zerver GmbH & Co. KG

** Subject to change*

2. Organisation

2.1 Details on titles and awards of the Series

Porsche Deutschland GmbH, hereinafter called the Series Organiser, is hosting the Series in 2020.

2.2 Name of the Parent ASN

DMSB – Deutscher Motor Sport Bund e. V.
Hahnstraße 70
60528 Frankfurt-Germany
Homepage: www.dmsb.de
E-Mail: info@dmsb.de

2.3 ASN Visa/Registration number

The Series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 23/06/2020 with visa number 612/20

2.4 Name, address and contact details of the Series Organiser (Permanent Office)

Porsche Deutschland GmbH
Porsche Carrera Cup Deutschland Organisation
Porschestr. 1
74321 Bietigheim-Bissingen
Germany

Contact: Hurui Issak
Project Manager Motorsport - Porsche Carrera Cup Deutschland
Tel.: +49 711 911- 12381
Fax: +49 711 911- 12322
E-mail: hurui.issak@porsche.de

2.5 Composition of the organising committee

Refer to the organiser (see 2.4).

2.6 List of Officials (Permanent Stewards)

(see also relevant Supplementary Event Regulations)

3. Regulations and Legal Basis of the Series

The Series is governed by the following regulations:

- FIA General Prescriptions on circuits
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (bulletins)
- DMSB Event Regulations
- DMSB Circuit Rules, except where any special regulations are set out in the rules presented here
- DMSB Licence Regulation
- DMSB Legal System and Code of Procedure (RuVO); FIA Legal Rules and Code of Procedure
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Code and WADA Code) as well as the Anti-Doping Regulations of the FIA
- Supplementary Event Regulations including modifications and supplements issued by the DMSB or the Stewards of the Event (bulletins)
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (bulletins)

- The „Application for Entry“ or the „Application for Guest Entry“ signed by the entrant/driver
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other FIA and DMSB regulations

3.1 Official Language

For the present regulations of the Porsche Carrera Cup only the English text approved by the DMSB is binding, except for the relating DMSB regulations specified in Art. 3 (Regulations and Legal Basis of the Series), for which only the German language is binding.
In case of interpretation the DMSB jurisdiction is the responsible authority.
The official language of the International Sporting Code is stated within that document.

3.2 Responsibility, Changes to the Rules of Participation and Cancellation of the Event

(1) The participants (entrants, drivers, passengers, car owners, team members, registered keepers and team guests) attend and take part in the 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.

(2) The Supplementary Event Regulations may only be changed by the ASN of the event. Once the Event starts, changes in the form of bulletins may only be made by the Stewards of the event.

(3) The Event Organiser and the Series Organiser reserve the right to cancel or relocate the event or individual races, subject to approval by the ASN concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in all such cases.

(4) The Series Organiser reserves the right to adjust any of the following regulations for specific events at his discretion, if circumstances of the event in question require such adjustments to secure the realisation of the series' event. Such circumstances may include but are not limited to general event requirements (e.g. timetable needs) or requirements of the racetrack (e.g. noise limitation, car count limitation). Any adjustment regarding the following regulations needs to be approved by the DMSB via Bulletin. Any adjustment regarding specific event regulations needs to be approved by the responsible ASN of the event.

3.3 General Definitions

Porsche Carrera Cup Deutschland Code of Behaviour
The Porsche Carrera Cup Deutschland 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 Deutschland and to comply with the rules of conduct of the Series.

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

- treat all 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 so as 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.

Participants who are found to have committed one or more of the following may be excluded from the Series Organiser or may be suspended by the Stewards of the Meeting from taking part in one or more competitions:

- failed to comply with the rules of conduct;
- breached any of the regulations;
- drawn attention to themselves through unsporting behaviour on and off the track;
- expressed or conducted themselves 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.

4. Entries

4.1 Registrations/Entries, Entry Closing Date and Obligation to Participate

Application for entry to the Porsche Carrera Cup Deutschland must be submitted by an entrant using the official "Application for Entry" form, supplied by the Series Organiser and must be received by the Series Organiser by **07.08.2020**. If the completed "Application for Entry" is received later than this date, it may only be considered at the sole discretion of the Series Organiser. An extension to an already accepted application of an entrant may be considered after the closing date. An additional "Application for Entry" for each respective entrant has to be submitted in writing and requires written approval by the Series Organiser.

Each individual application by an entrant must be for a minimum of 2 and maximum of 3 cars. If an entrant wishes to permanently enter additional cars, he must have an additional entrant's licence. Exceptions from this regulation are guest entries for a fourth or more cars which may be submitted under one entrant licence.

Applications for a single vehicle team can be accepted at the sole discretion of the Series Organiser.

The "Application for Driver Entry" supplied by the Series Organiser must be received by the Series Organiser as a supplement to the "Application for Entry" by **07.08.2020**. The Series Organiser reserves the right to refuse an entry application with having to give reasons.

a) Driver change

An entrant is allowed to change the permanently entered driver once per season. In order for the driver change to take effect the entrant must submit a new "Application for Driver Entry" as soon as possible, but no later than two days before the start of the administrative checks of the respective event. The Series Organiser reserves the right to refuse the driver change at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.

All applications must be fully completed, signed by the entrant licence holder, and must be sent to the following address:

Porsche Deutschland GmbH
Porsche Carrera Cup Deutschland Organisation
Herr Hurui Issak
Porschestr. 1
74321 Bietigheim-Bissingen
Germany

With the submitted "Application for Driver Entry" the driver is automatically registered for the Overall Driver Classification. Every driver must specify if they additionally wish to participate in the ProAm Classification or Rookie Classification. The "Application for Driver Entry" must be signed by the driver and the entrant.

b) ProAm
A ProAm is a driver without a professional motor racing background. Eligibility is based on the sporting résumé of a driver and requires written approval of the Series Organiser.

c) Rookie
A rookie is a driver participating in their first season in the Series who has participated in no more than five races of the Porsche Carrera Cup Deutschland or Porsche Mobil 1 Supercup combined in previous years.
To be eligible for participation, the driver shall not have aged more than 25 years before the application deadline.

d) Talent Pool
The Porsche Carrera Cup Deutschland Talent Pool is the official development programme of the Series for young drivers. Participation in this programme is optional and must be specified in the "Application for Talent Pool Entry". Driver entry applications applying for the Talent Pool programme must be submitted by **31.07.2020** at the latest.

To be eligible for participation and to receive the full support of the programme, the driver must
- be a Rookie according to Art. 4.1 or has been part of the Talent Pool in a previous season
- not have aged more than 23 years before the 29.02.2020
- be enrolled as a full season entry
- take part in at least four events (and at all races at these events)
- participate in all mandatory programme elements specified by the Series Organiser, e.g. E-Sport events
- ensure peak physical and medical condition
- have no outstanding sports disciplinary proceedings
- not be a member of the Porsche Motorsport Junior Programme

The number of programme participants is limited to a total of eight. The Series Organiser may offer a wildcard to an additional applicant at his sole discretion.

Drivers may re-apply and take part in the Talent Pool programme for a second season. The Series Organiser reserves the right to reject any "Application for Talent Pool Entry" by stating credible reasons at his sole discretion. The decision for the allocation of the Talent Pool entries ultimately lies with the Series Organiser.

All teams of the Talent Pool drivers must agree to provide the onboard videos and Cosworth data for analysis and evaluation as required by the Porsche Talent Pool coach after each session.

Onboard video footage could be showed to, data and/or graphical analysis could be distributed to or shared with the Talent Pool drivers for education and training purpose. The Series Organiser ensures that the provided data will only be used for the specified purpose.

Each participant receives one set of free tyres per event plus all joker tyres used during the season. If participants fail to take part in at least four events or fail to participate in mandatory activities of the Talent Pool programme or breach the code of behaviour (see Art. 3.3), they are no longer entitled to support of any kind connected to the program and will automatically be excluded from the programme and the entrant will be charged for all tyres handed out until this point.

e) Substitute drivers
Substitute drivers can apply for participation in single race events using an "Application for Substitute Entry" form. Entries must be submitted to the Series Organiser as soon as possible, but no later than two days before the start of the administrative checks of the respective event. The Series Organiser reserves the right to accept or reject an application for a substitute driver that arrives after this time limit.

Substitute drivers may only participate with a permanently entered car in the championship.

An entrant may not nominate more than two substitute drivers for each car per season. Each additional (substitute) driver must be entered under the regulations for guest drivers of the Series.

f) Guest drivers
Guest drivers can apply for participation in single events no later than two weeks prior to the first day of the relevant event using an "Application for Guest Entry". The Series Organiser reserves the right to accept or reject an "Application for Guest Entry" that arrives after this time limit.

Guest drivers participate with a car that is entered for individual events only and without a previously existing starting number for the entire Series. Guest drivers may participate in a car that has been used by a previous guest driver with the same or different starting number.

The Series Organiser may allow substitute drivers as well as guest drivers to participate at individual events providing that each driver satisfies the conditions pertaining to the rules of participation for the respective classification rounds. Registered entrants and drivers are given priority with regard to their entitlement to race.

The entrant will receive a written confirmation if his substitute or guest driver has been accepted. The Series Organiser reserves the right to refuse an "Application for Substitute Entry" or "Application for Guest Entry" at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series.

The Series Organiser reserves the right to enter cars under its own "Application for Entry".

With the submission of the "Application for Entry", "Application for Substitute Entry" or the "Application for Guest Entry", entrants authorise the Series Organiser to submit entry forms on their behalf for those events which form part of the races for the Series in 2020 (block entry). Direct nominations to the promoters by the participants are not permissible. Furthermore, the entrant/driver agrees that Porsche AG has access to the reports and documents of the Technical Scrutineers at all times.

The Series Organiser also reserves the right to permit additional entries to individual races. Should one of the named participants of an entrant not take part in a race, the entrant must notify the Series Organiser of the absence in writing as soon as possible. Substitute Drivers have to be entered with an "Application for Substitute Entry" in written and in due time but no later than two hours before the start of the administrative checks. The Series Organiser may request the Stewards of the event to penalise a failure to comply with this deadline. Recourse to legal action is excluded.

The minimum licence requirement for driver participation in the Porsche Carrera Cup Deutschland is FIA International Grade C by an FIA-affiliated ASN and valid for 2020.

Participation in one other series within the same event is permissible.

g) Commitment to Participate
Upon registration, an entrant commits to participate with each registered car at all races of the Series in 2020 without exception.

h) Failure to Participate in the Event
An entrant or driver who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser as soon as possible, providing detailed justification in written form. The Series Organiser may accept a request for non-participation from an entrant and/or driver. Any failure to inform the Series Organiser or to submit justification may be deemed a contravention of these regulations. Failure to participate may result in a fine of up to EUR 3,000 per car and/or driver per event, unless the Series Organiser has previously received and accepted a request for non-participation from the entrant and/or driver. The stewards of the event shall decide whether or not the entrant and/or driver shall be subject to a penalty.

4.2 Entry Fees for the Season and per Event

The registration/entry fees as well as any additional deposit are payable as specified on the "Application for Entry". The following registration/entry fees are payable by participants:

For the first and second car of a team: **EUR 15,861.00** plus VAT, (if applicable).

The registration fee includes:
- Participation fee for one race vehicle for all championship rounds (value EUR 7,986.00).
- Five 3-days team catering tickets per event (value EUR 7,875.00).

The registration/entry fee for the Porsche Carrera Cup Deutschland 2020 for the third and any further car of a team (with one or more entrant licences) is **EUR 5,313.00** plus VAT (if applicable) for each car. The entry fee includes the participation fee for one race car for all events. The team catering is optional in this case.

The entry fee for the Porsche Carrera Cup Deutschland 2020 for a **single vehicle team** is **EUR 15,861.00** plus VAT (if applicable) for each vehicle.

The entry fee includes the following services:
- Participation fee for one race vehicle for all championship rounds (value EUR 7,986.00).
- Five 3-days team catering tickets per event (value EUR 7,875.00).

The registration/entry fee for a guest entry by a registered or non-registered team to an event other than the Le Mans event is **EUR 3,000.00** plus VAT (if applicable) for each car and event. The entry fee includes the participation fee for one race car at the corresponding event (value EUR 1,400.00) as well as five 3-day team catering tickets for the corresponding event (value EUR 1,600.00).

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 neither a confirmation of the "Application for Entry" nor of entry to the Series.

Once the payment has been received by the Series Organiser and the application has been accepted, the Series Organiser will issue a written confirmation of entry. As of the issue date of the written confirmation by the Series Organiser the entry fee is non-refundable.
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 the entry is valid and the entrant is entitled to participate.

4.3 Starting Numbers

All permanently entered cars shall be allocated starting numbers from 1 to 99 for the entire season. Cars participating under guest entry status shall be allocated a starting number by the Series Organiser. Once allocated, the starting numbers remain the same for all subsequent races. The Series Organiser reserves the right to approve a written request to change the allocation of starting numbers to a car.

5. Licences

5.1 Required Grade of Licence

a) Drivers/Substitute Drivers

Drivers holding a valid international driver's licence for 2020 issued by an FIA-affiliated ASN, of Grades

A, B, C, ☐ D, ☐ C/D-historic,

who are registered for the Porsche Carrera Cup Deutschland 2020 and have paid the registration fees are eligible.

Employees of Dr. Ing. h.c. F. Porsche AG and its subsidiaries are not eligible to participate.

b) Entrants

Entrants wishing to register with the Series must be in possession of a valid international entrant's licence issued by an FIA-affiliated ASN and have paid the registration fees.

c) DMSB-Sponsor-Card

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an applicant can do so by purchasing a „DMSB sponsor card for companies, clubs, teams „(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).
Series organiser of international series needs to check restrictions on the validity of the DMSB sponsor card for abroad events.

d) Guest Drivers

The Series Organiser may admit guest drivers with a valid international driver's licence in accordance with item 5.1a).
Guest drivers may take part without being eligible for the points classification on condition that they comply with the conditions of the Series Regulations and of the relevant Supplementary Event Regulations. Priority in the acceptance of entries will be given to the registered entrants.

e) Age Regulations
In compliance with the valid DMSB License Regulations and Appendix L, ISC.

5.2 Conditions for Entrants Outside their National Territory

For events with the status international, DMSB 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 event, foreign competitors/drivers must present the approval of their licensing ASN. This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

5.3 E-Learning

A mandatory e-learning program will be implemented. All drivers and team managers have to successfully complete the e-learning program one week before the start of the first event of the series.

Competitors and drivers will receive personalized login credentials after registering for the Series, which they can use to sign and complete the e-learning program in via the following link: https://porsche-one-make-series-elearning.edubreak.de/

The receipt of login credentials for the e-learning programme is neither a confirmation of the "Application for Entry" nor of entry to the Series.

All competitors and drivers must be familiar with the contents of the e-learning program for the duration of the series. Random repetition tests can be conducted with drivers and team managers at any event. Any case of failing a repetition test will be presented to the stewards and the competitor/driver may receive a penalty.

6. Insurance, Liability Exclusion and Disclaimer

6.1 Organiser's/Promoter's Insurance

The insurance company and policy number will be stated in the Supplementary Event Regulations.

6.2 Declaration by the Competitor, Driver and Passenger (= Participant) on the Exclusion of Liability, Disclaimer of the Car Owner

In accordance with DMSB Event Regulations.

7. Events

7.1 Calendar of Events*

a) Championship

17.09. – 19.09.2020	24h Le Mans
02.10. – 04.10.2020	ADAC GT Masters Sachsenring
16.10. – 18.10.2020	ADAC GT Masters Red Bull Ring
30.10. – 01.11.2020	ADAC GT Masters Zandvoort
06.11. – 08.11.2020	ADAC GT Masters Oschersleben

b) Pre-Season Testing

Teams and drivers, who are entered on a permanent entry can participate voluntarily in the following test day free of charge:

17.07.2020	Porsche Sports Cup Deutschland Red Bull Ring
07.08.2020	Porsche Sports Cup Deutschland Oschersleben

c) Official Testing

Additional official testing slots will be made available to all entrants on Thursdays at selected events:

15.10.2020	ADAC GT Masters Red Bull Ring
05.11.2020	ADAC GT Masters Oschersleben

Participation in these testing days is mandatory for all entrants. Official testing days will be offered at conditions courtesy of event organizer/promoter. Settlement will be carried out directly with the event organizer/promoter.

**Subject to change.*

7.2 Maximum Number of Cars Authorised for Le Mans

Subject to organisational reasons the number of cars permitted to take part in the Le Mans event may be limited to 28.

If the number of cars entered for the Le Mans event needs to be limited, the drivers eligible to participate in the event will be determined by their rank in the overall classification at the given time. If there is a tie between two or more drivers, article 8.2c) applies.

If an entrant is not eligible to participate in an event due to the such ranking, he shall not earn any claim for reimbursement or partial reimbursement of the respective entry fees or catering fees. Their claim for participation and catering at the event in question will be forfeited.

If an eligible car is unable to participate in the event for any reason, succeeding cars may fill in according to their rank in the overall classification at the discretion of the series organiser.

7.3 Running of the Events

a) Practice

One free practice session of 60 minutes will be scheduled for each event. For the Le Mans event a total of 90 minutes of free practice will be scheduled.

The order of the cars in the pre-start is determined by the result of the preceding race. For the first pre-start of the season, the order of the cars will be determined by a draw. Guest entrants will be placed at the back in the order of their starting numbers.

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

Any driver causing a session to be stopped may be referred to the Stewards and may receive a penalty.

b) Qualification

One qualifying session will be held at each event of 35 minutes duration. For the Le Mans event a qualifying session of 60 minutes duration will be scheduled. 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 and the maximum number of cars according to the requirements of the circuit licence.

If the number of cars entered for an event exceeds the number of cars, which are permitted to participate in a race according to the circuit licence, the cars eligible to participate in the race will be determined by the result of the respective qualifying session. Cars who classifying worse than the maximum number of cars eligible to race on the circuit in question will not be qualified and therefore will not be permitted to participate in the race. If a car which qualified for the race is unable to participate in the race for any reason, succeeding cars may fill in according to the qualification classification.

The order of the cars in the pre-start for qualification is defined by the results of the free practice session of the respective event. Should unforeseen circumstances force the cancellation of the free practice session, the pre-start order of the cars for qualification will be defined by the results of the preceding race (for the first pre-start of the season and the Le Mans event, the order of the cars will be determined by a draw, guest entrants will be placed at the back in the order of their starting numbers).

At the end of the qualification, all cars which participated in the qualification are subject to the Parc Fermé rules.

Should circumstances force the cancellation of the qualification session, then the times set in the free practice session will be used to determine the starting grid. The best free practice time of the driver in question determines the position on the starting grid for race 1, while the second-best free practice time of the driver in question determines the position on the starting grid for race 2, the third-best free practice time of the driver in question determines the position on the starting grid for race 3.

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

Any driver causing a session to be stopped may be referred to the Stewards and may receive a penalty.

c) Starting Grid
The starting grid for the races will be determined by the fastest times achieved in qualifying. The fastest lap times of

each driver relevant for their starting position in each race will be published after the qualifying.
The fastest time determines the starting grid for race 1. In case that two or more drivers have the same lap time, the driver who achieved the time first will get the better position.
The second fastest time determines the starting grid for race 2. In case that two or more drivers have the same lap time, the driver who achieved the time first will get the better position.
The third fastest time determines the starting grid for race 3. In case that two or more drivers have the same lap time, the driver who achieved the time first will get the better position.

If one or more than one driver has not set a lap time (for reasons other than cancellation of the qualifying session), these drivers will be placed at the end of the starting grid in the following order:

- the drivers who have started a timed lap;
- the drivers who have not started a timed lap from the pit lane.

Drivers whose entire lap times were cancelled by decision of the Race Director or the Stewards must in all cases start the race behind the aforementioned drivers at the end of the starting grid. Should more than one driver have his/her entire times removed, their starting positions at the back of the grid will be determined by their best time in free practice.

The route from the pre grid to the starting grid will be defined in the Drivers' Briefing and must be followed. Driving one or more laps and through the pit lane is not permitted unless specifically ordered by the Race Director. At circuits where cars are instructed to go directly from the pre-start area to their respective starting positions on the grid, any car which instead enters the pit lane must start the race from the pit lane. The order of the cars in the pre-start is determined by the result of the starting grid for the relevant classification round of the relevant event.

At circuits where the cars are instructed to drive through the pit lane and complete a full lap before taking up their starting positions on the grid, any car that stops at its pit area during the pit lane transit or re-enters the pit lane when approaching the grid must start the race from the pit lane.

On display of the 3-minute signal and/or any audible signal, all competing cars must be standing on their wheels on the track and must not be lifted again.

d) Starting modes
All races will be a standing start with staggered formation (GP start) subject to the wet race procedure.

e) Races
The 2020 Series consists of 11 races, held at 5 events organised as circuit races. The length of the races will be 30 minutes plus one lap. The Le Mans event will consist of one race with length of 45 minutes with no extra lap.

The number and length of races may be adjusted in the Supplementary Event Regulations.

The finish line applies both to the track and to the pit lane.

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. The Series Organiser is under no obligation to reschedule a race in its original format within an event.

f) Pre-Start

The pre-start is the line-up of all cars before entering the circuit for the free practice, qualifying and races. All cars must be driven from the team awning/pit to the official pre-start by the relevant driver. Any permitted exceptions will be announced by the Series Organiser at the start of an event. 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 on participation in the session is taken by the Race Director.

g) Regulations in Case of Aborting or Suspending a Race

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

- The start will be deemed null and void.
- After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to the grid or to another position on the track as directed by the Race Director.
- Cars may be worked on but only in the Pits. Any car in the pits may start the race from the pit lane after all cars have started the race.
- Retired competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be the scheduled race distance less at least two laps – the revised distance will be defined by the Race Director in consultation with the Stewards.
- The grid for the restart will be the original starting grid.
- Empty starting places on the grid, caused by drivers unable to restart, will not be filled. Starting rows will be filled by moving up.
- Refuelling is prohibited.

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

- The length of the second part will be the original race distance less the number of laps completed by the leader in race one and less two further laps.
- The grid for the second part will be a standard grid with the cars arranged in the order in which they finished the first part. Gaps on the grid will be made up.
- Only cars which took part in the first start will be eligible and then only if they returned to the grid or pits under their own power by an authorised route.
- No spare cars or reserves will be eligible.
- No refuelling will be permitted.

- Cars may be worked on but only in the Pits. Any car which entered the pit lane after the race was suspended or was pushed from the track to the pit lane will get a drive through penalty. All these cars have to remain in the pit lane until the race is resumed and may only leave after all the cars behind the safety car have passed the pit exit.

If a race is aborted or suspended after the leader has completed more than 50% of the scheduled racing laps (rounded up to the next whole lap) then the race may not be restarted.

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

8. Classification

8.1 Table of Points

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

The winner of a race in regards to the awarding of points is the entered participant driving an entered car/on an entered starting number who has driven the scheduled distance with his/her 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 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 finishing 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 distance (based on the laps completed by the winner as shown in the official race results):

- At least 75 % of the scheduled distance = 100 % points
- At least 50 % of the scheduled distance = 50 % points
- Less than 50 % of the scheduled distance = No points

The race distance is the duration specified in the Supplementary Event Regulations for the race(s). No additional laps are added to the race distance in the event that the Safety Car is used at any time in a race.

All laps of the race circuit covered after starting the race will be counted to obtain the distance covered. The warm-up and slowdown laps do not count towards the distance.

a) Allocation of Points

Participants who satisfy the conditions for the allocation of points in the Overall Driver and Team Championship and/or Rookie and/or ProAm Classification for the individual races shall be awarded the following points in the order in which they are placed in each race, in accordance with the rules for the Overall Driver and Team Championship and/or Rookie and/or ProAm Classification.

	Overall and Team Championship, Rookie Classification	**ProAm Classification**
1st place:	25 points	25 points
2nd place:	20 points	20 points
3rd place:	16 points	16 points
4rd place:	13 points	13 points
5th place:	11 points	11 points
6th place:	10 points	10 points
7th place:	9 points	9 points
8th place:	8 points	8 points
9th place:	7 points	7 points
10th place:	6 points	6 points
11th place:	5 points	5 points
12th place:	4 points	4 points
13th place:	3 points	
14th place:	2 points	
15th place:	1 points	

In addition to receiving points for the Overall Driver Championship, ProAm and Rookie drivers receive points according to their own system for their separate classification, when being in the official ranking.

For the avoidance of doubt, no other entrant competing in a race other than permanent entrants or substitute entrants are eligible to score points. No entrant from another series competing in the same race is eligible to score points.

b) Overall Driver Championship
The Overall Driver Championship is the official driver championship classification of the Series.

The driver named in the "Application for Driver Entry" must take part in at least four events (and at all races at these events) in order to be included in the final classification for the year.

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 winner of the 2020 Series is the entered driver with the highest total number of points of all races.

c) ProAm Classification
The ProAm Classification is independent of the Overall Driver Championship and Team Championship.

The driver named in the entry for the ProAm Classification must take part in at least four events (and at all races at these events) in order to be included in the final classification for the year.

All results of the individual races count towards the final ProAm Classification at the end of the year, there are no void or 'dropped' results.

The winner of the ProAm Classification is the entered driver with the highest total number of points.

For the ProAm Classification to take place, a minimum of three and maximum of twelve applicable drivers must have permanently entered the Series. The slots will be allocated on a first come first serve basis.

d) Rookie Classification
The Rookie Classification is independent of the Overall Driver Championship and Team Championship.

The driver named in the entry for the Rookie Classification must take part in at least four events (and at all races at these events) in order to be included in the final classification for the year.
All results of the individual races count towards the final Rookie Classification at the end of the year, there are no void or 'dropped' results.

The winner of the Rookie Classification is the entered driver with the highest total number of points of all races.

For the avoidance of doubt, drivers will score points according to their places in the final race results; this will be irrespective of whether they are in Overall Driver Championship, the ProAm or Rookie Classification. Points will be awarded in accordance with the ‚Allocation of Points' as set out in Art. 8.1 Table of Points.

e) Substitute drivers
Substitute drivers will be awarded points according to their results (Overall Driver Championship, ProAm or Rookie Classification).

f) Guest drivers
Guest drivers (including "Porsche AG" entries) will not be awarded points but may participate in any podium ceremonies as applicable. Drivers classified behind guest drivers in the race results from an event will move up within the points ranking accordingly.

g) Team Championship
The Team Championship is independent of the Overall Driver Championship. The points of two cars entered under the same entrant licence are added for the team ranking. Points for the Team Championship are awarded according to the official overall race result, irrespective of classification.

If there are more than two cars entered under one entrant licence, the two highest scoring cars per entrant count for the Team Championship of the individual race. No other cars from an entrant will be considered for the Team Championship. Cars from other entrants will not move up within the points ranking.

Team Championship points will be awarded in accordance with the ‚Allocation of Points' as set out in Art. 8.1 Table of Points.

If a **substitute driver** takes part in a car registered in the Series, the entrant will receive the points in the Team Championship achieved in accordance with the result in the race.

Results of **guest drivers** will not count towards the Team Championship of the Series. Drivers classified behind guest drivers in the race results from an event will move up within the points ranking accordingly.

h) Team Change
It is permitted for a driver to change teams during a season and to continue scoring points for the Overall Driver Championship and the ProAm and Rookie Classification. It is permitted for a driver to use a car already registered and entered by a team, however if the driver intends entering a new car then the entrant must submit a new "Application of Entry" and the appropriate fees to the Series Organiser.

i) Fastest Race Laps
The driver who has achieved the highest number of fastest race laps of all events will win this classification. If the highest number of two or more drivers is equal, the decision is based on the Overall Driver Championship.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

8.2 Equality of Points

a) Points for all the positions which are tied will be added together and shared equally.

b) If two or more drivers set identical fastest lap times in the same race, priority will be given to the one who set it first.

c) If there is a tie of positions in the championship classifications at any time, the positions will be determined by the highest number of first place results, then second place results and so on achieved at the given time during the 2020 Series in the championship classification in question until the tie is resolved .

If, after the application of this rule, the tie is not resolved, this rule will be applied to the qualification results achieved at the given time during the 2020 Series until the tie is resolved.

If this procedure fails to resolve the tie, the entrant having achieved the superior result first during the 2020 Series will hold the better position in the championship.

9. Private Practice and Testing

There is no restriction on private practice or testing.

10. Administrative Checks

The entrant and driver must ensure that all the necessary documents as set out in the Series 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 event. The following documents must be presented by the driver/entrant:

Entrant's licence
Driver's licence
Possible ASN confirmation (if required)
Medical aptitude form
Authorisation to take part in events abroad

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

10.1 Timetable for Administrative Checks

See relevant Supplementary Event Regulations or official information board.

10.2 Drivers' Meeting/Briefing

The time and location of the drivers' meeting/briefing will be published in the Supplementary Event Regulations of the event.

Participation is mandatory for all entrants and drivers. An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of EUR 200,00 being imposed by the Stewards (without any particular penalty-procedure).

11. Scrutineering/Technical Checks

Before and as required, during each event all cars will be inspected by one or more Technical Scrutineers licensed by an FIA-affiliated ASN. The names of the Technical Scrutineers will be stated in the Supplementary Event Regulations. They may be provided by the promoter or by the Series Organiser. Any car can be selected at any time by the Stewards 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. 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 entrants.

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

11.1 Repair, Sealing and Marking Car Parts

See Part 2: Technical Regulations.

11.2 Timetable Scrutineering/Technical Checks

Scrutineering before the Start of an Event

Before the commencement of each event, the entrant must present his race car and the driver must present the compulsory driver's safety equipment at Technical Scrutineering at the published times. The car must be presented in the configuration as it will be used in the competition (including starting numbers) and it is the entrant's responsibility to ensure that the car fully complies with the applicable Technical Regulations at all times throughout the event, commencing with pre-event scrutineering. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

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

- Technical passport
- Certificate for rollover structure

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

Once pre-event Technical Scrutineering is completed, the cars may only leave the paddock with the permission of the Series Organiser. Any car that is permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the event. It is the entrant's responsibility to present the car to the Technical Scrutineers. No car may take part in an event until it has been passed by the scrutineers.

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

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

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

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

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

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

The Technical Scrutineers 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.

12. Races

See also Art. 7.3e).

12.1 Use of Wet-Weather Tyres

See Part 2: Technical Regulations Art. 2.7.

12.2 Wet Race Procedure

1. A wet race or wet track is announced on the basis of a decision by the Race Director/Clerk of the Course by displaying the "wet race" or "wet track" board (messages will also be displayed on the electronic timing screens where possible). Once a wet race or wet track is announced, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time.
2. In all cases, once the cars have left the paddock area and taken position in the pre-start, the pit crew equipment and tyre trolleys will go from the paddock into the pit lane.
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 Director will confirm where tyres may be changed and the procedure for doing so.
ii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

b. During the start process (on the grid) before the formation lap

i. The competitors are shown the Start Delayed board.
ii. The Race Director will decide where teams may change tyres and issue instructions accordingly.
iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

c. During the Formation Lap

i. The start is aborted.
ii. The Race Director will decide where teams may change tyres and issue instructions accordingly.
iii. The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

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

12.3 Pit Stop Safety and Applicant's Responsibility when starting from the Pit Area

The outer (fast) lane is to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take due care and drive within the Pit Lane speed limit. All equipment must be kept in a safe position towards garages as soon as cars leave their pits at the start of and during practice, qualifying and races.

Entrants, team members and drivers are responsible for the conduct and safety of their guests in the Pit Lane area. Guests must carry the correct credentials at all time. Any guest found in the Pit Lane without the correct pass will be excluded from the Pit Lane and the entrant will be reported to the Stewards.
Entrants, team members and drivers must ensure that their guests respect the Pit Lane regulations and be vigilant at all times. To this end, it is the responsibility of each entrant and/or driver to give a briefing to each individual guest regarding Pit Lane safety.

12.4 False Starts

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

12.5 Maximum Number of Persons Working on a Car and Safety Equipment

N/A

13. Title, Prize Money and Trophies

13.1 Title Overall Winner

The driver who has scored the highest number of points in the Overall Driver Championship after all respective race events of the 2020 Series will be awarded the title:

"Porsche Carrera Cup Deutschland Meister 2020"

13.2 Prize Money and Trophies

a) Prize Money

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

The prize money is paid in return as a consideration by the Series Organiser to the participants for their successful participation. Thus, an exchange of supply and consideration takes place between the organiser and the participant.

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 organiser issues self-billed invoices, plus VAT if applicable, for the successful participation of the participant.

Prize money is awarded at each event for positions 1 to 10 (Overall Driver Championship) and for positions 1 to 5 (ProAm Classification) of each official race result.

Substitute drivers are entitled to receive prize money.

Guest drivers are not entitled to receive prize money.

Cars registered with starting numbers that have not taken part in all championship races, are not eligible for prize money.
Drivers racing under the "Porsche AG" entry are excluded from receiving any prize money. Drivers placed after such guest drivers move up the prize money system accordingly.

The prize money will be paid six weeks after the publication of the official final championship standings of the Series. In each case, the prize money will be paid to the entrant named in the entry, provided that the entrant/driver does not owe outstanding amounts to Porsche AG and its subsidiaries, 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.

b) Prizes in Kind
The Series Organiser can also remunerate the drivers with a prize in kind for their successful participation.

The prize in kind in its net amount (exclusive of VAT) is the consideration remunerated by the Series Organiser in return for the successful participation of the driver with the highest number of overall driver classification points (barter transaction according to Sec. 3 Para. 12 sentence 2 German VAT Law). Thus, an exchange of supply and consideration takes place between the Series Organiser and the driver.

The driver has to indicate if he acts as a non-entrepreneur or an entrepreneur for VAT purposes. If he acts as an entrepreneur for VAT purposes, he must indicate his tax number or VAT identification number.

The Series Organiser issues invoices for the supplied prizes in kind plus VAT, if applicable. In return, the Series Organiser issues self-billed invoices to the drivers for their successful participation, plus VAT if applicable.

Any applicable VAT shown on the invoices of the Series Organiser for the prizes in kind must be paid by the driver to the Organiser. Only if for the supplied service of the driver also German VAT becomes due and is credited in the self-billed invoice of the Series Organiser, no payment of the VAT element is due.

c) Overall Driver Championship

Participants who satisfy the conditions for claiming their successes in the prize money classification for each race are awarded the following prize money in the order in which they are placed, in compliance with the regulations for prize money classification. Prize money for races is paid on a per race basis for each race that is finished, regardless of the duration of the race. For the avoidance of doubt, this does not apply to multiply parts of a single race in accordance with 7.3g).

	Race 1	**Race 2**	**Race 3**
	EUR	EUR	EUR
1st place:	4,200.00	4,200.00	4,200.00
2nd place:	3,600.00	3,600.00	3,600.00
3rd place:	3,200.00	3,200.00	3,200.00
4th place:	2,800.00	2,800.00	2,800.00
5th place:	2,500.00	2,500.00	2,500.00
6th place:	2,200.00	2,200.00	2,200.00
7th place:	2,000.00	2,000.00	2,000.00
8th place:	1,800.00	1,800.00	1,800.00
9th place:	1,600.00	1,600.00	1,600.00
10th place:	1,400.00	1,400.00	1,400.00

d) ProAm Classification

	Race 1	**Race 2**	**Race 3**
	EUR	EUR	EUR
1st place:	1,000.00	1,000.00	1,000.00
2nd place:	800.00	800.00	800.00
3rd place:	600.00	600.00	600.00
4th place:	400.00	400.00	400.00
5th place:	200.00	200.00	200.00

e) Team Championship
The awards for the end-of-year Team Championship will be as follows:

	EUR
1st:	25,000.00
2nd:	20,000.00
3rd:	15,000.00
4th:	10,000.00
5th:	7,500.00

f) Rookie Classification
The end-of-year results of the "Rookie of the Year" classification will be awarded as follows:

	EUR
1st:	12,000.00
2nd:	8,000.00
3rd:	4,000.00

For the avoidance of doubt, no other entrant competing in a race other than permanent entrants or substitute entrants are eligible to earn prize money. No entrant from another series competing in the same race is eligible to earn prize money.

According to § 50a EStG, Porsche AG has to withhold and pay 15.825% of the prize money, also team prize money & special prizes, won in events in Germany to the German tax office on behalf and for account of entrants/teams, who are not unlimited income tax payer in Germany. In this case the prize money and all other prizes to be paid/given out to such an entrant will be reduced by this withheld income tax and currently amounts to 84.175%.
As such, for points scored in races more than in Germany, Porsche AG will have to withhold and pay German income tax based on the value of the prize and the points scored in Germany on behalf and for account of the winner.

Drivers living in another country which has a double taxation system in place can have the tax which had been deducted from prize funds paid for races in Germany reimbursed, if they have applied for reimbursement with the Federal Central Tax Office in Bonn.

g) Trophies
The three overall winners as well as the first three of the ProAm classification and a representative of the winning team of each race receive an adequate trophy during the podium ceremony after the race. The podium ceremony may be conducted either directly after the race on the podium or at a later point in time of the event at an alternative podium structure. Additionally, the first three Overall, ProAm, Rookie and Team Champions will receive trophies at the end of the year ceremony event. Due to the highly competitive character of the Porsche Carrera Cup Deutschland the trophies are compulsory and included in the entry fee.

h) Prize for Fastest Race Laps
The driver with the highest number of fastest laps from all races will receive a special reward item defined by Porsche Deutschland GmbH.

i) Award Ceremonies
There will be at least two ceremony events with the goal to honor the winning drivers and teams. One event during the last race weekend and one at the end of the year as festive season ending ceremony. Participation at these events is compulsory for all teams and drivers. Admission for the following participants is included in the entry fee:

Team Managers	incl. companion
Drivers	incl. companion
Team personnel	

14. Protests and Appeals

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to DMSB:
International / National status will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:
International status EUR 1,500.00

Appeal to the FIA – payable to the FIA: EUR 6,000.00
(acc. to FIA Judicial and Disciplinary Rules)
An additional fee of EUR 3,000.00 charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)
The Series Organiser shall be entitled to be party to any appeal.

In accordance with Art. 15.1.3 of the FIA International Sporting Code, the Series is registered with the FIA by the DMSB which is the competent sporting tribunal for appeals.

In accordance with the FIA International Sporting Code Art. 12.2.4, appeals may not 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/Go penalties including those imposed during the last laps of a race or a time penalty (in lieu of a drive through penalty) after the race.
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 whole race time during the race.

15. Exclusion of Jurisdiction of a Court and Limitation of Liability

(1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the Stewards, the Series Organiser as judge in terms of § 661 German Civil Code.

(2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB 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.

(3) Implied exclusions from liability shall remain unaffected by the above exclusion of liability clause.

16. TV Rights/Advertising and Television Rights

Copyright, all picture and sound rights as well as all television rights for the Porsche Carrera Cup Deutschland 2020 for both terrestrial broadcasting and cable and satellite television broadcasts, all video rights and all rights for exploitation by all electronic media are held by Porsche AG. All manner of recording, broadcasting, repetition and reproduction for commercial purposes without the written permission of Porsche AG shall be prohibited.

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

17. Specific Regulations

Paddock

The image of the Series and the participating teams must be to a professional standard at all times. This includes, for example, team clothing, trucks, awnings, pit walls and antistatic floor coverings. Each team is required to provide an articulated truck with a working awning. Furthermore, every entrant must ensure that all safety-relevant aspects of its team's working processes are fulfilled and observed.
Only the team trucks shall have access to the Series paddock. Small trucks and trailers shall only have access to the Series paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles are strictly forbidden and shall not have access to the Series paddock at any time. The precise times for setting up and dismantling the paddock will be determined by the Series Organiser for each event. These times must be strictly adhered to.

All trucks must be washed before they are parked in the paddock. The location of the nearest truck wash will be announced by the Series Organiser prior to the respective event.

The use of trucks and trailer roofs as well as lifting platforms as spectator platforms is prohibited.

Each entrant will be permitted one transporter and awning for a minimum of 2 and a maximum of 3 competing cars and must be parked in their designated Paddock area and may contain an area at the rear specifically for team seating and relaxation. Prior to making any change to the on-site set up and working appearance an entrant must submit a written request to, and receive approval from, the Series Organiser a minimum of 14 days prior to the first day of the event in question.
No separate hospitality or entertaining structures will be permitted by entrants/drivers within the paddock. During opening hours of the official hospitality no preparation or serving of meals is allowed in team awnings.

The entire on-site setup, e.g. awnings, trucks or any other temporary structures and their components, must fully comply with the applicable laws of the relevant event venue at the sole accountability of the entrant.

Instructions of the Series Organiser

Instructions of the Series Organiser and the paddock supervisors must be followed at all times. In the event of failure of any team, team member, driver, guest or other individual to comply with these regulations, the Series Organiser will notify the Stewards who may impose a penalty including a fine of a least EUR 500.00 and up to disqualification from the event.

Team Managers' Meeting

The time and location of the team managers' meeting is specified in the internal event schedule. Additionally, it is displayed on the information board. Participation is mandatory. An established non-participation or incomplete participation (according to the sign-on sheet) may incur a fine. For every entrant license only the team manager indicated in the "Application for Entry" may par-

ticipate. If the team manager cannot participate in the team managers´ meeting, they can send a substitute who is authorised to represent. Any substitute must be announced in writing as soon as possible, but no later than the start of the administrative checks of the respective event.

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. Participation is mandatory. An established non-participation or incomplete participation (according to the sign-on sheet) may incur a fine being imposed by the Stewards of the event.

Publication Obligation
The nationality of the issuing licence authority must be stated for publications and podium ceremonies.

Podium Ceremony
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 to the front. The ceremony starts with ascending the podium and ends with leaving the podium after the group pictures for the press.

Any violation of this regulation will be penalised with a sports penalty of at least EUR 2,500.00 by the Stewards – the fine is payable to the ASN of the event. The payment of the penalty does not preclude any further penalty.

Stewards' Inquiries
The Stewards of the event may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, Series Organiser or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track the Race Director shall present any video evidence available and at any time requested by the Stewards including during inquiries with entrants and drivers.

Incidents
a) „Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the Race Director (or directly noted by the stewards) which:
i. Necessitated the suspension of a session (red flag)
ii. Constituted a breach of these Sporting Regulations or the Code.
iii. Caused a false start in a race by one or more cars.
iv. Caused a collision.
v. Forced a driver off the track.
vi. Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
vii. Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

b) It shall be at the discretion of the stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an incident shall be penalised.

Penalties
At the individual events the Stewards of the event are responsible for imposing penalties to the participants, including entrants, teams and drivers. Penalties inflicted during practice, qualifying or Race will be displayed on the relevant information page of the official timing monitors and are thus considered to be notified.

In addition to the cases listed in the International Sporting Code, these Regulations and the DMSB Regulations, the following circumstances or offences may also be punished by refusing permission to participate, or disqualify a participant from the event:

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

If any special examinations or investigations are required and ultimately lead to a penalty being applied by the Stewards of the event then the costs of such examinations or investigations shall be met by the entrant.

The fact that penalties have been imposed by the Stewards of the event does not rule out more extensive penalties, the relevant ASN or the FIA. These disciplinary bodies shall also be entitled to disallow points won in races in the 2020 Series races.

In the case of disqualification from an event, the points gained and the prize money for the relevant race 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.

The Track
Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:
a) The white lines defining the edge of the track are considered to be part of the track.
b) A driver will be judged to have left the track if all four wheels of the car go beyond the white line.
c) Any curbs installed beyond the white lines are not considered to be part of the track.

The following penalties may be applied:

Practice
a) Any driver identified by a judge of fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Race Director.
b) Any driver who repeatedly leaves the track may receive a penalty, the minimum being a Stop/Go penalty of five minutes in the following qualifying session.

Qualifying
a) Any driver identified by a judge of fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Race Director.
b) Any driver who repeatedly leaves the track may receive a penalty up to and including a deletion of all lap times.

Race
a) Any driver identified by a judge of fact as having left the track (unless for reasons beyond his control) on at least three occasions will be shown the black & white flag as a warning.
b) Any driver who continues to leave the track may receive a penalty, the minimum being a race time penalty of five seconds.

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.

Environmental Regulations
a) General
It is the entrant's responsibility to ensure that at all times during the event that the environmental code of conduct of the DMSB and the circuit is followed.

b) Tire Cleaning
Tire cleaning by water shall only be performed by the series appointed tire service with a closed-circuit water disposal system. Individual tire cleaning by water is only allowed if all wastewater is collected and disposed of in the designated area(s). Any and all exceptions require the permission of the Series Organiser.

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

18. Safety

18.1 Extrication Exercise

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

18.2 Pit Lane Safety

The maximum speed in the pit lane during practice, qualifying and each race is specified by the promoter in the Supplementary Event Regulations and monitored by the Race Director and the Stewards. Drivers exceeding the permitted maximum speed during free practice and in qualifying sessions shall be fined EUR 200.00 plus EUR 25.00 for each km/h over the specified limit. The penalty is to be paid to the national ASN. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and qualifying may face additional penalties for speed limit violation. Drive through penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race. During the last laps of a race where a drive through penalty cannot be served, a post-race time penalty of 30 seconds may be imposed, in lieu of the drive through penalty.

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 stewards and penalized at the full discretion of the Stewards.

18.3 General Safety

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.

At any time whilst on track, drivers may only use the track and must at all times observe the provisions of the International Sporting Code and these regulations relating to driving behaviour on circuits.

If a car stops during practice or a 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 with the car.

The car lights must be illuminated at all times (light switch in position ON) 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. No penalty will be imposed if the lights fail during a race, nor need the car be stopped.

If a driver is involved in an incident, he must not leave the circuit without the consent of the Stewards.

Throughout all sessions there will be a green/red light at the pit exit. Cars may only leave the pit lane when the green light is on.

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.

Part 2: Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

The Porsche Carrera Cup Deutschland is a one-make Series with no group/class classification. Only cars of the type/model Porsche 911 GT3 Cup, type 991 II (a special series produced by Porsche AG), of the model year 2017, 2018, 2019 which fully comply with these Regulations are eligible to participate.
The cars must meet the technical specifications of these regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered DMSB car pass or the corresponding document of another ASN associated to the FIA.
A change of cars has to be applied for in writing by the entrant and must be approved in written form by the Series Organiser prior to the change. The decision to approve a change of car is at the absolute discretion of the Series Organiser.
Drivers whose car changed must in all cases start the next race behind the other drivers from the end of the starting grid. Should more than one driver have his/her car changed, their starting positions at the back of the grid will be determined by the time they requested the change in written. In any case the Series Organiser has to forward a copy of the approval to the stewards, who will decide to amend the starting grid.
Cars submitted by "Porsche AG" may deviate from the Technical Regulations for development purposes. The deviations shall be referred for approval to the DMSB by the Series Organiser before the cars is used and shall not involve any safety-critical modifications.

1.2 Principles of the Technical Regulations

In accordance with:

Art. 251–253 of Appendix J (FIA ISC)

General provisions, definitions and clarifications regarding the technical rules (DMSB Manual, blue part), see also Art. 1.11 concerning safety equipment in events abroad

These Technical Regulations

Technical manuals of the eligible cars

Technical information of Porsche AG

Software information of Porsche AG

Spare parts catalogues of the eligible cars

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

Should there be any discrepancy between the provisions of these Technical Regulations and any relevant Technical Manual, Technical Information, Software Information or Parts Catalogue, then these Technical Regulations will take precedence. Any requirements specified in a Technical Manual, Technical Information, Software Information and/or Parts Catalogue may be updated by Porsche AG. For Software Information, only the latest version is valid but Setups (based on the latest version) may be varied within the parameters allowed by Porsche AG.

1.3 General/preamble

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

1.4 Driver equipment

It is compulsory to wear overalls in compliance with the FIA standard 8856-2000 or 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 DMSB Regulations is compulsory.

Furthermore, the use of the FIA-head restraint (e.g. HANS®) is compulsory.

Frontal Head Restraint System (FHR; 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 events within the championship as well as for all races outside the championship 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 car in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

Drinking system

A drinking system may be used. Prior to installation it has to be approved by the Technical Scrutineers.

Cooling system

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

1.5 General Regulations

Permitted modifications and installations

The only work which is permitted to be carried out on the cars is that necessary for its normal servicing, or for the replacement of parts worn through use or accident.

The limits of the modifications and installations permitted 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 cars in compliance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by Porsche AG for other groups of cars (e.g. Porsche road cars) 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 permitted by these technical regulations.

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

The service and replacement intervals and 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 cars, providing these do not permit a competitive advantage (e.g. for the attachment of cameras; radio installations, etc.). The Entrant must make written application to the Series Organiser and receive written authorisation before making any such modification.

1.6 Minimum weights and ballast

It is the Entrant's responsibility to ensure that at all times during the event 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 an event is the car weight permitted to be less than the mandatory minimum weight.

The mandatory combined minimum car and driver weight (together with all driver equipment and equalisation weight) is tba kg.

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

The Technical Scrutineers shall specify a weigh scale for the checking of weight of the cars and drivers. It is referred to here as the "official scale".

The official scale is located in the Series technical scrutineering tent or in an alternative designated place. This is also the weighing area.
The "official scale" will be checked annually and calibrated by either the certificated Porsche Testing Laboratory or any other officially certificated Testing Lab.

Ballast
The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Attachment 3. The ballast weights are identified by spare part numbers (part numbers: 997.504.848.00 / 997.504.848.01 / 997.504.848.02 or 991.504.848.00 / 991.504.848.01 / 991.504.848.02).

Base plate auxiliary weight
In addition to the original part, base plates with part numbers 991.504.847.7A and 991.504.847.9B are permitted to be used. If the base plate does not contain the necessary holes for the mounting positions 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 this regulations.

Minimum car weight
The minimum weight of a car is tba kg. The minimum weight of a car consists of:
- the weight of the car with empty fuel tank;
- the weight of the inboard camera (surveillance 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)

Minimum driver weight
The minimum driver weight is tba kg. The minimum driver weight consists of:
- the driver;
- the personal equipment of the driver as it is in the car at the time when the weighing is ordered;
- the driver equalisation weight if applicable.

It is the driver's responsibility to ensure that the sum of the installed equalisation weight plus his/her actual weight (including the parts of his/her personal equipment in the car at the time of the order to weigh the car) is reached at all times.

Determining the total weight of the driver and car
The Technical Scrutineers may in their absolute discretion decide to weigh the car 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.

Weight changes during qualifying and race
During the qualifying and race, the weight of the car is only permitted 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 permitted to be added to the car or the driver.

Verification of the minimum weights by the participants on the official scale
Entrants have the opportunity to check the weight of their cars and drivers during the event on the official scale with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

Personal protective driver equipment during weighing
During the weighing, each driver must wear his/her complete driver apparel as set out in Annex L, Chapter III of the ISC, plus the mandatory head restraint system.

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 on the scale of DMSB, which is at a fixed location in the pit lane. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the DMSB scale indicates that the car in question might be found underweight on the official scale, this car, the driver and his/her protective equipment must again be weighed on the official scale which is the only result to be taken into consideration and to be binding.
- If a driver is given the signal that his/her car has been selected for weighing, he/she must take the shortest route possible to the weighing area/DMSB scale and turn off the engine.
- The driver or a team member will receive written confirmation of the measured weights. During weighing the driver is not permitted in any way to influence the weighing result.

- Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

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.

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 permitted to be removed.

Weighing after breakdown and car 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 car, he/she must go directly to the weighing area to determine his/her weight.

Determining the driver weights
After every free practice, qualifying and race, all drivers must go immediately and within 20 minutes of the end of the session (unless amended in the Drivers' Briefing notes) on a direct route from the Parc Fermé to the weighing area to determine their weight (together with all driver equipment). Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers who go to the podium are permitted to be weighed on the DMSB scale. Any differences between the DMSB scale and the official scale are taken into account. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards. The Stewards will take the final decision regarding a punishment.

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

Replacement and loss of car parts
All car parts that were replaced during the free practice, qualifying session and race must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the car will be marked by the Technical Scrutineers if necessary and are not permitted to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering tent in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts. In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 25 kg to the measured weight of the car.

Parc Fermé rules for car 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.

Weighing in below the minimum weight
If, during the post qualifying or post-race weighing procedure, the combination of the separate weights taken of the car and driver (including driver equipment) is found to be below the currently applicable combined minimum weight, the car 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.
The maximum value of the 3 car weights recorded is regarded as the actual car weight. The driver weight shall be added to form the combined of the combination of car 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 permitted, however, to take up the race from the last place on the starting grid.

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

Bringing the car to the weighing area
It is the entrant's responsibility to ensure that the race car entered by him/her can be brought directly to the weighing area when instructed by the Stewards 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.

Regulations on the route to and in the weighing area
Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the 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 Stewards.

1.7 Car damage
Should a car be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine the parts that should be replaced prior to the car being weighed.

1.8 Emissions regulations
The cars must be equipped with a catalytic converter as supplied by Porsche AG and in accordance with the DMSB exhaust gas emissions regulations.

1.9 Noise regulations

The maximum permitted noise limits are 138 dB (A) measured in compliance with the LWA- procedure and 106,5 dB (A) in compliance with LP-procedure.

The noise level will be determined in compliance with the DMSB-pass-by measuring method (mandatory for all circuit events).

The current DMSB-noise regulations (see DMSB Manual, blue part) must be respected.

1.10 Advertising on the driver's equipment/on the race car and starting numbers

Any regulation on driver's equipment and on-car advertising is mandatory from the beginning of the pre-season test. Due to official media production cars and drivers' equipment must match the illustrations displayed in Attachment 1 and Attachment 2 of Part 3 of these regulations.

The current FIA/DMSB prescriptions for starting number and for advertising on the driver's equipment/on the race car and start numbers (see DMSB Manual, blue part) must be respected.

Under consideration of the FIA/DMSB prescriptions for starting numbers and advertising on cars, the following advertising is compulsory on the race car (see Attachment 2):

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

The "2020 Sticker Regulations" are part of these Regulations (see Attachment 2). Any breach of these Regulations may result in the participant concerned being excluded from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the entrants' own advertising labels. The clearance between such advertising and the mandatory labels and starting number shall be a minimum of 30 mm.

Cars of a team with virtually identical liveries must have clearly different wing mirror colouring. The mirror colours used to identify the cars are to be retained for the entire season.

The drivers' names and starting numbers must be fixed on all competing cars throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the "2020 Sticker Regulation" (Attachment 2).

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

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

Advertising
Entrants must not enter into partnerships with companies who are either in competition to Porsche AG, its parent or partner companies, the official Series partners of Porsche AG or who are involved in a legal dispute with Porsche AG or a company associated with Porsche AG. The entrants are therefore obliged to notify potential partnerships to Porsche AG in advance. Porsche AG is entitled to prohibit teams from entering into a partnership if the potential partner falls into one of the above two categories.
The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of Porsche AG, their associated companies or the Series sponsors on cars, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited.

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

Private betting and gambling operators may be exempt from this prohibition if they possess a valid permit from the responsible authority. The permit has to be presented to the Series Organiser in writing. The Series Organiser reserves the right to refuse the exemption.

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

The entrant is obliged to notify the Series Organiser of all potential partners/sponsors and obtain written approval and obtain written approval from the Series Organiser to their use. The Series Organiser is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors.

Contravention of these regulations
Contravention of any of the advertising regulations may result in a fine of at least EUR 1,000.00 and/or refusal to participate in any event or exclusion from the event, in each case at the discretion of the Stewards of the event.

1.11 Safety equipment
The cars must possess the following safety equipment.

The Art. numbers refer to the current Appendix J of the ISC unless stated otherwise.
Art. 277, category "II–SH"
Note:
For events abroad, the Series Organiser is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

1.12 Fuel type and single fuel

The following single fuel must be used:

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228 and must be from a supplier specified by the Series Organiser. In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only this fuel is permitted to be used for the duration of the event.

1.12.1 Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's car at any time during the event. At any time of the event until the end of the protest deadline (subject to removal of fuel for the weighing procedure), the entrant must ensure that a minimum amount of 2 kg of fuel can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the petrol pumps designated above. If the Technical Scrutineers order to defuel the car (for example to check the minimum weight of the car without residual fuel), a fuel sample must be taken prior to defueling the car.

1.12.2 Refuelling, Refuelling installations and control

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

Throughout the event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineers with the use of a special temperature recorder defined by the Series Organiser. The minimum value of the last 24 hours will be posted on the Series notice board before the first session of each day. At no time is the fuel temperature permitted to be less than the lowest outdoor air temperature as posted on the notice board.

Any operations involving the handling of fuel require the proper grounding to earth of the car and all equipment involved; in addition, there must be two 9 kg ABC Dry Powder or alternatively two 5 kg CO2 fire extinguishers present in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fuelling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed.

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

unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the team to ensure that such persons are excluded from the area.
Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective workplace. Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

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

2. Specific Technical Regulations

2.1 General Information
Technically identical cars with the designation Porsche 911 GT3 Cup (type 991 II), built by Porsche AG in a small production run based on the Porsche 911 GT3, shall be used for the Series. Only cars of model year 2017, 2018 and 2019 (see following General car description) are permitted.

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

Dr. Ing. h.c. F. Porsche AG
Sportteileverkauf/EMV23
Lüssenweg 16
71701 Schwieberdingen
Germany
Tel.: +49 711 911- 83738
Fax: +49 711 911- 82808
Email: raceparts@porsche.de

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

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific Technical Regulations are applicable.

General Car Description
Porsche 911 GT3 Cup (type 991 II), MY 2017 - 2019

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 this technical regulations.

2.2 Engine

General Description
Aluminium six-cylinder rear-mounted boxer engine
Sealed
3,996 cm^3; stroke 81.5 mm; bore 102 mm
Max. power: 357 kW (485 hp) at 7,250 – 8,000 rpm
Max. rpm: 8,500 rpm
Single-mass flywheel
Water cooling with heat management for engine and gearbox
Four valves per cylinder
Variable cam phasing (Intake & Exhaust)
Direct fuel injection
Required fuel quality: minimum 98 octane, unleaded
Dry-sump lubrication
Electronic engine management (Bosch MS 4.6 NG)
Race exhaust system with regulated race catalytic converter
Rear silencer with centred exhaust pipes
Electronic throttle pedal

The engines are sealed at 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 Porsche AG. An engine change has to be approved in writing by the Series Organiser prior to the change.

Engines can be called in and inspected at the instructions of the Stewards.

Before the engines are delivered and refitted, a new seal shall be affixed at Porsche AG.

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

The Motronic electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or

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

2.2.1 Exhaust System

Contrary to the general car description (see Item 2.1), the exhaust system, starting from the manifold, for the Series will be modified completely with the parts listed in the valid parts catalogue for the respective car and model year to the version "exhaust system without silencer" (general linguistic usage as "Supercup exhaust system").

2.3 Power Transmission (gearbox/differential lock)

General Description

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

Ring & pinion gear	14/22	i = 1.571
Final drive	17/41	i = 2.412
1st gear	13/41	i = 3.154
2nd gear	17/40	i = 2.353
3rd gear	19/36	i = 1.895
4th gear	19/29	i = 1.526
5th gear	24/30	i = 1.250
6th gear	34/35	i = 1.029

Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger
Mechanical limited slip differential
Triple-disc sintered metal race clutch
Pneumatic gear shift activation (paddle shift)

Ramp Breakover Angle

The ramp breakover angle of the differential lock is 52° (traction) and 30° (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 image shown in Attachment 5 and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

Transmission Emergency Function

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

Engine Oil Quick Refill
The use of the optional "oil quick filling kit" as shown in the catalogue is permitted, as long as the mounting is compliant with the Porsche AG`s official mounting instructions. The hole in the engine lid necessary 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 Series event is prohibited.

2.4 Brakes

Only cars with the brake calipers are permitted that correspond with the delivery conditions. It is not permitted to modify the car to endurance brake calipers, even if they might be listed in the parts catalogue.

General Description
Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system. Derivative sensors & harness for retrofitting an ABS system.

Front axle:
Six-piston aluminium racing callipers in mono-bloc design with „anti-knock-back" piston springs
Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
Racing brake pads
Optimized ventilation routing

Rear axle:
Four-piston aluminium racing callipers in mono-bloc design with „anti-knock-back" piston springs
Ventilated and grooved steel brake disc 380 mm diameter with aluminium disc bell
Racing brake pads
Optimized ventilation routing

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

- Front axle: (diameter: 17.8 mm, part number: 991.355.170.8C / 8E) and
- Rear axle: (diameter: 17.8 mm, part number: 991.355.170.8C / 8E).

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

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

A knock-back spring must be installed in each case under each brake piston of all brake callipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts are permitted to be used:
Part number:
Front axle:991.351.963.8A
Rear axle:991.352.963.8A

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

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

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

2.5 Steering (steering wheel/hub extension)

The position of the steering rack on the front axle control arm is determined by spacer washers with a thickness of 8.5 mm (part number left: 991.341.613.7B; part number right: 991.341.613.8A).

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

2.6 Wheel Suspension

General Description Front Axle

McPherson suspension strut, adjustable in height, wheel camber and track
Forged struts
Optimized stiffness
Double shear track rod connection
Heavy-duty spherical bearings
Wheel hubs with center lock
Racing shock absorbers, non-adjustable
Forged & adjustable top mounts
Double-blade-type anti-roll bar
Electrohydraulic power steering with external control function for easy car manoeuvring
Tire pressure monitoring system

General Description Rear Axle

Multilink rear suspension, adjustable in height, wheel camber and track
Forged struts
Optimized stiffness
Double shear track rod connection
Heavy-duty spherical bearings
Wheel hubs with center lock
Racing shock absorbers, non-adjustable
Forged top mounts
Double-blade-type anti-roll bar
Tire pressure monitoring system

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 thicknesses of the spacer washers in the front and rear axle control arms are:

- Front axle:18.0 mm
- Rear axle:15.0 mm

Furthermore, it is optional to fix the camber shims with aluminium tape.
The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see Attachment 6).

The wheelbase on the left and right sides of the car must be 2.456 mm +/-15 mm.
The measuring points are the centres of the wheel hubs.

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

Shims are permitted to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles. These are available in the following versions:

1 mm with the spare part number 991.343.761.8A.
2 mm with the spare part number 991.343.761.8B.

Other shims or methods for axial clearance compensation must not be used. The overall axial clearance must not be less than 0,2 mm.

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

Part numbers:
Vibration damper
Front: 991.343.045.8D
Rear: 991.333.051.8A

Bump stop
Front: 91.343.677.8A
Rear: 991.333.677.8A

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

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

2.7 Wheels (flange + rim) and tyres

Front axle:
Single-piece light-alloy rims according to Porsche specification and design with center lock, 10.5J x 18 ET 28
Treaded Michelin transportation tires; tire size: 27/65-18

Rear axle:
Single-piece light-alloy rims according to Porsche specification and design with center lock, 12J x 18 ET 53
Treaded Michelin transportation tires; tire size: 31/71-18

Wheels
The use of any other wheels than the originally specified wheels is prohibited. All wheels must be fitted with original tyre pressure and temperature sensors. Only the use of valve caps mentioned in the respective spare parts catalogue is permitted and strictly enforced for all races. The rims are 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). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

Tyres
Only the version of Michelin tyres approved for the Series with the following specification and supplied by the official supplier is permitted to be used for the duration of the events and the official tests.

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

Rain tyres
Front:27/65 R 18 P2L
Rear:31/71 R 18 P2L

Porsche AG suggests that all competitors follow Michelin´s recommendations and instructions relating to tyre pressure 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 Michelin tyre supplier (Bardi).
Should the tyre manufacturer prescribe a rotational direction for their tires, then any departure from the manufacturer's recommendation is prohibited.

Route to and from the pit lane
The route to and from the pit lane for the free practice and qualification sessions may be taken on rain tyres.

Tyre Marking
At each event with two races, a maximum of four slick tyres for the front axle and four slick tyres for the rear axle for each starting number can be marked and handed out by the Technical Scrutineers before qualifying. At each event with three races, a maximum of six slick tyres for the front axle and six slick tyres for the rear axle for each starting number can be marked and handed out by the Technical Scrutineers before qualifying.

For the entire 2020 season, 9 additional slick tyres per starting number can be used as joker tyres. These tyres can either be front axle or rear axle tyres. In case a starting number misses one or more events the total amount of joker tyres is reduced by one tyre per missed event. The use of one or more joker tyres must be announced to the Technical Scrutineers one hour before the respective session, where the tyres will be used for the first time, at the latest.
The marking of a joker tyre by the Technical Scrutineers is final and cannot be withdrawn afterwards. Per race event, up to two slick tyres for the front axle and two slick tyres for the rear axle may be marked from the overall contingent of the joker tyres. Once a joker tyre is marked to be used initially in a free practice session it cannot be used in a qualification or race anymore. If a joker tyre is marked in qualification or race it can be used for all races of the race event. The marking of a joker tire is finalized once the respective tire protocol is signed by the team.
The number of wet tyres is unlimited.

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

Free Practice
For the free practice session of the initial event of the respective driver of the Series it is permitted to use unmarked slick tyres of the aforementioned specification. From the second event onwards, it is only permitted to use marked slick tyres for the free practice session with the same starting number from a previous Porsche Carrera Cup Deutschland 2020 race event.

Qualifying and Race
Only the tyres marked for the relevant event are permitted to be used for the respective qualifying and race. Only marked tyres may be taken into the pit lane for qualifying and the race of the respective event. There are no restrictions on taking and using wet tyres. It is permitted to transport wet tyres to the pit lane. For the avoidance of doubt, slick tyres marked before free practice (where this is provided for) or used during free practice may not be brought into the pit lane for, or used during, qualifying or the race.

Guest Drivers
For the entered event, a maximum of four slick tyres for the front axle and four slick tyres for the rear axle for each starting number can be marked and handed out by the Technical Scrutineers before qualifying.

Guest drivers using their car for the first time in the Series 2020 are permitted to use unmarked slick tyres of the aforementioned specifications for the respective free practice. Guest drivers who have already participated in a race event are only permitted to use slick tyres during free practice which were marked in a previous race event of the Series 2020 and were allocated to their starting number.

At every event, guest drivers participating can obtain two joker tyres. These tyres can either be front axle or rear axle tyres. A transfer of unused joker tyres to following events is not permitted.

The number of wet tyres is unlimited.

Substitute Drivers
As tyres are allocated to a start number and not to a driver, the tyre rule for already entered start numbers applies.

Tyre Damage
Damaged tyres must be replaced from the contingent of the joker tyres. If a start number used up the permitted number of joker tyres per event or the total amount before the end of the season, he will be granted a replacement of the tyres under the condition that he will start at the back of the grid and be relegated 8 positions in the race result. The participant is responsible to report and exchange a damage tyre. The Technical Scrutineers are free to declare damaged tyres as unsafe and demand to have them replaced.

Treatment
All chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The mechanical removal of rubber abrasion and stones is permitted. The usage of heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tyre scraping") is prohibited. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

Tyre logs
All barcodes of the marked tyres will be recorded in lists, the so-called tyre logs, which will be handed over to the entrants. The entrants must compare the barcodes of the tyres with those of the tyre logs and sign to confirm agreement.

All tyre logs must be presented signed to the Technical Scrutineers before the start of the respective session for which the tyres are permitted to be used.

No tyre is permitted be used that is not listed on a signed tyre log that has been handed over to the Technical Scrutineers one hour before the respective session.

If joker tyres are used, they must be added to the tyre logs. The updated tyre logs are also subject to the aforementioned procedure.

2.8 Bodywork and Dimensions

General Description

Lightweight bodywork with smart aluminium-steel composite construction
Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages
Front bonnet with two air intake ducts for cockpit ventilation and quick release fasteners
Removable roof section in compliance with the latest FIA safety regulations
Pre-equipped fixation point for center safety net attachment
Pickup point for lifting device
Modified and widened 911 GT3 fenders
Modified rear wheel arches
Modified and widened 911 GT3 front-end with spoiler lip
Modified 911 GT3 rear-end with integrated rain light, in compliance with FIA Homologation Regulations

Lightweight exterior:
Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors
Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners
Carbon-fibre-reinforced plastic adjustable rear wing (9 positions) of Porsche part number 991.512.892.8A or 991.512.892.8D or 9F0.827.837.D.
The rear wing 991.512.892.8D is identifiable by the marking of Porsche part number 991.512.992.8D on the attachment to the left wing support.
Polycarbonate door windows and rear side windows with ventilation openings
Polycarbonate rear window
Rear underfloor with NACA ducts for brake and driveshaft cooling

Modified 911 cockpit:
Magnesium sub-frame in light weight design
Ergonomic driver-oriented center console
Switch mask with fluorescent lettering
Steering wheel with quick release coupling, control panel and shift paddles
Adjustable steering column with steering angle sensor
Race bucket seat with longitudinal adjustment:
Homologated to latest FIA requirements
Individual padding system (delivery with size M)
Shock absorbing roll cage safety cover for leg protection at drivers foot well
Six-point racing safety harness
100 litre fuel cell (FT3 safety fuel cell) and „Fuel-Cut-Off“ safety valve in accordance with FIA regulations
Built-in air jack system (three jacks) with valve mountable on both sides of the car
Water-based paint
Exterior: white C9A
Interior: white filler-coat, no clear-coat finish

Overall car dimensions and overhangs:
The overall length of the car is 4,577 mm.
Total width: 1,978 mm
Total height: 1,248 mm

The front overhang is 1,046 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 1,075 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).

a) External bodywork (including windows)
The delivery status of the bodywork has to be preserved.

Windscreen
In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are permitted to be used, as well as windscreens of the Porsche 911 GT3 street car with part number 9P1.845.011 and any index thereof (e.g. 9P1.845.011.AB). Original Porsche windscreens are identified by an imprinted symbol as shown in attachment 10. Heated windscreens with part number 991.541.111.8B are permitted. The windscreen is permitted to be connected to the electrical system of the car and the heating function is permitted to be used.

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

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.

Underbody covers
Only front underbody cover 991.504.601.8B or succeeding part numbers are allowed to be used. Underbody cover 991.504.601.8A is not allowed to be used, even if the vehicle was fitted with it on delivery. See attachment 11

Mesh side radiator
The small cooling ducts of the side radiators need to be covered with a protection mesh as shown in the parts catalogue. Alternatively, fabricated meshs as stated in Technical Information 13/2018 are allowed.

b) Cockpit

Seat

The adaption of the seat by removing or adding of original Recaro seat padding is forbidden in the areas of the seat shown in green colour on the illustration of attachment 8. Only the substitution of original unmodified padding by another original unmodified padding in a different size is permitted.

Upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in attachment 8), as long as the original padding is not modified or removed.

The areas shown in yellow colour on the illustration of Attachment 8 may be changed, removed or upholstered. Upholstery is permitted by using original Recaro paddings (with a maximum thickness at any point not exceeding 50 mm). A foamed seat insert according to FIA Appendix J, Art. 25316, may be used as long as the insert is made of fireproof material, coloured in black. The use or change is subject to approval by the Series Organiser/Technical Scrutineers.

The preferred supplier for padding components is the seat manufacturer (Recaro). The original seat mounting (seat rails and bracket) must be retained and must not be modified.

Ventilation in the passenger compartment

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

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

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 Porsche AG mounting instructions.

c) Additional roof hatch accessories

The car has an opening in the roof in order to make using the KED system easier should it become necessary to rescue the driver.
The roof hatch is located directly above the driver and with the dimension of the opening 565 x 475 mm.

The roof hatch is connected to the roof via seven livelocks which must be accessible at all times (no foiling or painting of live locks is allowed).

d) 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 ±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 of the front axle is to be a minimum of 78.0 mm and the clearance at the rear axle a minimum of 100.0 mm. The measuring points (see Attachment 7) at the front axle are the mounting bolts (M12x105) 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.

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

The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective start number and used during the session that the check is performed during or after. The Technical Scrutineers may also use instruments like a calliper or a depth gauge to determine the ground clearance.

Measurement location
The measurement is conducted on the measuring plate during technical scrutineering. The measuring plate is available to the participating teams to check the minimum ground clearance during this period after consultation with the Technical Scrutineers. A check can also be made in the pit lane for the duration of the qualifying session.

Failure to reach minimum height
Failure to reach the minimum height during the qualifying session will be penalised with the cancellation of the times achieved by the driver concerned. The driver is permitted, however, to take up the race from the last place on the starting grid. Failure to reach the minimum height in the race will result in disqualification from the points classification for the race.

2.9 Aerodynamic devices
The original position of the wing section is permitted to be changed within the specified scope for adjustment.

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

Furthermore, entrants are permitted to tape over the full area of the headlight lenses with transparent Heli tape, without thereby taping over a slot in the bodywork.

Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted.
Any alteration or amendment outside the above set parameters will render the car non-compliant with the Technical Regulations and may be subject to penalties from the Stewards.

2.10 Electrical equipment

General description
COSWORTH colour display ICD with integrated fault diagnosis
COSWORTH electrical system control unit IPS32
Electronic throttle system
Fire extinguishing system (extinguishing agent: gas)
Battery 12 V, 70 Ah (AGM), leak-proof, placed in the co-driver foot well
Alternator 175 A
Fan in light weight design
Wiper with direct drive (intermittent and high speed function)

Lighting system:
Bi-xenon-headlight
LED daytime running light
LED rear lighting system and rain light in compliance with the latest FIA Homologation Regulation
Two additional switches in the center console for additional power consumers
CAN connection (data logger, video system)
Optionally, the usage of the following electrical equipment is permitted:

- oil level indicator (1x 9916411399A, bracket 1x 9916414738A)
- charging cable (1x 9916125057A, bracket 1x 9916117319A, plug 1x 9914508418A)
- cockpit illumination (1x 9916415778A / 9F0947179)
- starting number illumination (1x 9916127777A, with only the loom being permitted to stay in the car.)

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 disqualified from the relevant session, race or competition.

2.11 Fuel circuit

Only the fuel system permitted for the Porsche 911 GT3 Cup cars of model year 2017, 2018 and 2019 are permitted to be installed.

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

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

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

2.12 Lubrication system

Lubricants

Engine:

Mobil 1 ESP x3 0W-40 engine oil is compulsory. All additives are prohibited.

Transmission:

Mobilube 1 SHC 75W-90 transmission oil is compulsory. All additives are prohibited. There must be a minimum of 2.7 litres of transmission oil in the gearbox at all times during the event.

2.13 Data Transfer

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

Radio System

For communication to the driver only the radio system made available by the Series Organiser is approved for use. The driver must be connected to the radio system during free practice, qualifying and the race and must be able to receive instructions from the Race Director or the Series Organiser from the point of leaving the pre-start area until the car is parked in the Parc Fermé.

Additional radio systems for communication between team staff, engineers or team managers are allowed. Drivers may only receive radio communication from the race director.

The choice of hardware for radio reception from the “Earplug” port to the driver is optional, but must be checked and approved by the Technical Scrutineers. When mounting fixed speakers in

the driver's helmet, the FIA helmet regulations must be strictly observed. In the case of any ambiguity, the driver/ entrant must produce proof that the components used are suitable for use in the car (fire prevention, etc.).

Modifications to the system are not permitted. Extra equipment is only permitted to be coupled with the radio system by the Series Organiser.

Should the radio system not be operational by the start of a session (free practice, qualifying or race), the Race Director can bar the car concerned from participating in the session. Malfunctions or damage to the system must be reported immediately to the Technical Scrutineers.

The radio system is the property of the Series Organiser and has to be returned to the organiser in proper order after the last race of the season.

On written request by the competitor, the Series Organiser may authorise that a separate radio loom can be carried in the vehicle, providing it is completely electrically disconnected from the vehicle and does not interfere with or alter any function of the vehicle or the official radio system. The installation of a separate radio loom must be approved by the Technical Scrutineers. The Series Organiser may withdraw such authorisation at any time during an event.

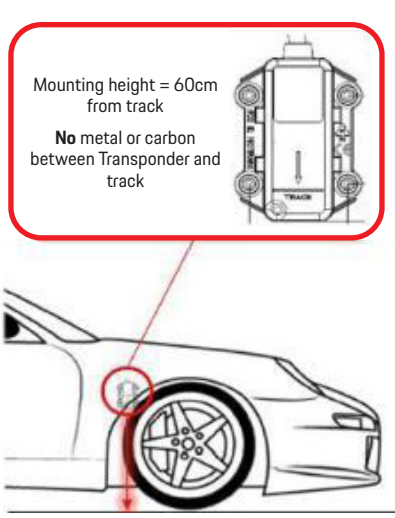
Data Recording
Use of the factory-fitted data recording system manufactured by COSWORTH is compulsory. The COSWORTH system is assigned to the car's chassis number and must not be exchanged. Only the setups approved by Porsche are permitted to be used for the duration of the event.

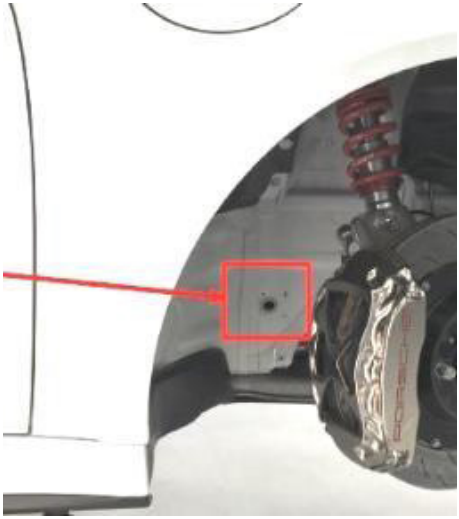
All recorded data relating to the free practice, qualifying or race must be made available to the Technical Scrutineers or the Series Organiser.

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

Correct installation of the car radio must be approved by the Technical Scrutineers.

Timing Transponder
The timing transponder has to be mounted in the front right wheel arch behind the front axle as shown in the pictures below.
When a transponder with driver ID function is used, it is allowed to mount one additional switch in the passenger compartment with the sole purpose of changing the driver ID on that transponder.





2.14 Miscellaneous

Seals

The following seals are affixed:

- Engine:
  - Valve cover, left (1x)
  - Valve cover, right (1x)
  - Oil pump left (1x)
- Motronic control unit: Connector for control unit wiring harness (2x)

If seals and marks are applied to the car 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 car can be excluded from the event.

If a seal on the engine control unit is opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. 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 closure of the "Parc Fermé".

Cameras

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

according to the specifications of the Series Organiser. Installation shall take place in the team's working awning by trained personnel of the Series Organiser.

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

For image rights and copyright, see Art. 16 Part 1: Sporting Rules.

The camera system provided by the Series Organiser fully remains property of Porsche Deutschland GmbH at all times. Any damage to the camera system will be repaired at the expense of the initiator of the damage / entrant.

Notes
Everything that is not expressly permitted in these Regulations is prohibited. Any adding or removal of material, heat treatment or coating to alter a parts properties and/or dimensions is forbidden. Mounting a part in a different way or location then 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 Series Organiser 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 DMSB).

Part 3: Attachments/Drawings

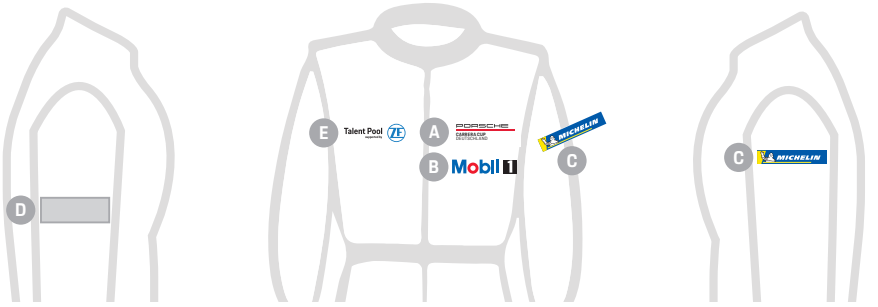
Attachment 1 – Badge regulations 2020*

All teams registered for the Porsche Carrera Cup Deutschland 2020 will receive a sufficient number of the compulsory badges to be sewn onto their drivers' overalls prior to the first race event. All compulsory badges must be positioned on the drivers' overalls as prescribed.

Please note that when embroidering or sewing badges onto race suits homologated to comply (FIA Standard 8856-2000) the following applies:

▪ Embroidery sewn directly onto the race suit should only be stitched onto the outermost layer. The use of flame-retardant material (NOMEX) in accordance with ISO 15025 is recommended.
▪ The backing on badges must be made of flame-retardant material (NOMEX) in accordance with ISO 15025. Only flame-retardant thread (NOMEX) in accordance with ISO 15025 should be used to sew on the badges. The use of flame-retardant thread (NOMEX) in accordance with ISO 15025 is also recommended on the badges themselves.
▪ The use of iron-on badges is not permitted.
▪ Any embroidery or affixing of badges not complying with these conditions will result in the cancellation of the homologation of the overalls concerned.

The following picture replaces the previous picture

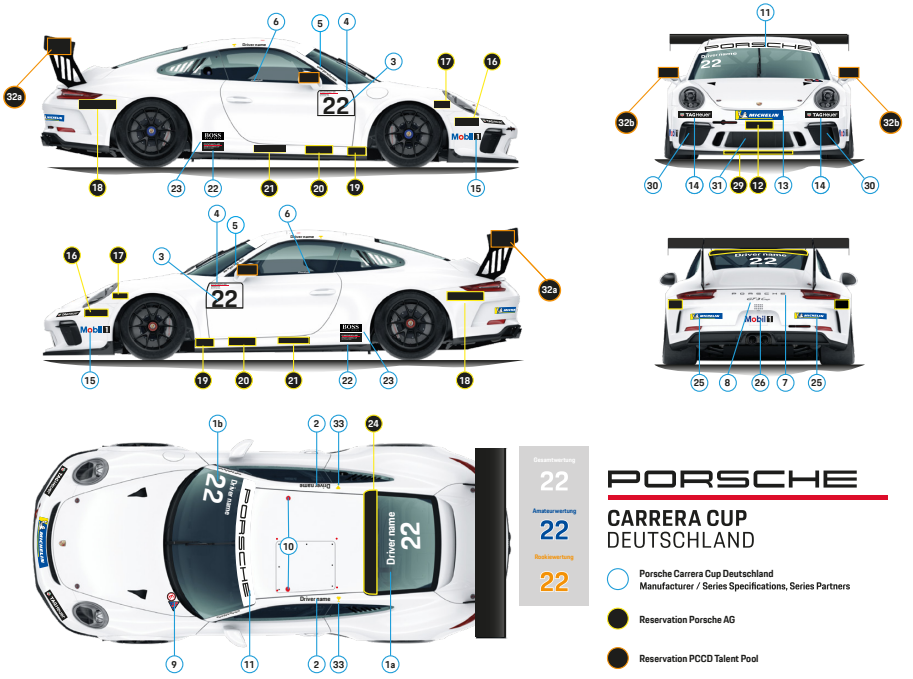


Please affix the compulsory badges in the following positions:
A) Porsche Carrera Cup Deutschland Logo (width 130 mm)
B) Mobil 1 Logo (width 130 mm)
C) Michelin Logo (width 130 mm)
D) Reservation Porsche AG (width 130 mm)
E) Reservation Porsche AG for Talent Pool drivers (width 130 mm)

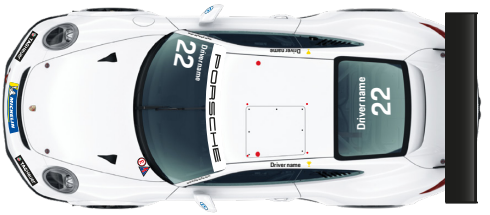
**Subject to amendments.*

Attachment 2 – Sticker Regulations 2020

All teams registered for the Porsche Carrera Cup Deutschland 2020 will receive a sufficient number of the compulsory stickers to be sticked onto the competing cars prior to the first event. All compulsory stickers must be positioned on the cars as prescribed.



ZF-alternative in white
for low-contrast mirrors



PORSCHE

CARRERA CUP
DEUTSCHLAND

Talent Pool

Porsche Carrera Cup Deutschland - Sticker Regulation 2020

Number	Quantity	Size	Colour	Logo / Smybol	Placement
1a	2	100 x 200	white (overall classification)	driver name	windscreen upper right, rear window upper middle
1b	2	100 x 200	orange (Rookie classification)	racing number	windscreen, upper right, rear window, upper middle
1b	2	100 x 200	white (overall classification)	racing number	windscreen, upper right, rear window, upper middle
1b	2	100 x 200	blue (ProAm classification)	racing number	windscreen, upper right, rear window, upper middle
2	2	50	black	driver name	roof side panel left and right
2	2	50	white	driver name	roof side panel left and right
3	2	160	black	racing number	door left and right, number panel
4	1	359 x 250	white with black outline	number panel	door, left and right
5	2			www.porsche.com	A-pillar, right and left
6	1	244 x 36	white	#CarreraCupDE	lower window frame left and right
7	1	526 x 29	black	PORSCHE	rear lid
7	1	526 x 29	white	PORSCHE	rear lid
8	1	256 x 40	white	GT3 Cup	rear lid
8	1	256 x 40	black	GT3 Cup	rear lid
9	1	201 x 106	rot with white outline	Flash for current interrupter+ E for extinguisher	next to
10			rot	mounting of integral two-mount rescue device	roof
11	1	131	black on white	PORSCHE	windscreen
12	1	24,5 x 6,4		Reservation for Porsche	front bumper
13	1	557 x 120	Michelin-original colours	Michelin	front bumper
14	1	318 x 40	TAG Heuer original colours on black	TAG Heuer	front bumper, between daytime running lights and main light
15	2	280 x 67	white	Mobil1	front bumper, left and right
15	2	280 x 67	blue-white-rot	Mobil1	front bumper, left and right
19	2			Reservation for Porsche	front bumper, left and right
20	2			Reservation for Porsche	bumper, left and right
21	2			Reservation for Porsche	rear bumper left and right
22	1		white	PCCD E Sport	
22	1	210 x 85,5	black	PCCD E Sport	
23	2	210 x 77	white on black	Boss	side panel, left and right
24				Reservation for Porsche	window rear
25	2	365 x 62	Michelin-original colours	Michelin	rear bumper
26	1	280 x 67	blue-white-rot	Mobil1	rear bumper, middle
26	1	280 x 67	white	Mobil1	rear bumper middle
29			background.: black, Logo: white	Reservation for Porsche	radiator, middle
30			black	Reservation for Porsche	radiator, left and right
32a	2	310 x 170	ZF original colours	ZF (PCCD Talent Pool)	rear wing endplates, left and right
32b	2	100 x 100	background blue, Logo: white	ZF (PCCD Talent Pool)	rear-view mirror, left and right
32b	2	100 x 100	background white, Logo: blue	ZF (PCCD Talent Pool)	rear-view mirror, left and right
33	2	46 x 51	gold, white, black	trophy sticker	roof side panel left and right (*not mandatory)

Please note:

1. The obligatory stickers are to be obtained only from the local Porsche Series organisation.
2. The minimum space between stickers must be at least 30 mm.
3. The sticker positions 1 - 21 are strictly reserved for Porsche AG and its series and cooperation partners.
4. Usage of current or historic livery of Porsche Motorsport works racing vehicles is reserved for Porsche AG.
5. All positions in direct visibility of the on-board cameras (dashboard etc.) in the interior and exterior areas of the racing car are reserved for Porsche AG and cannot be used by the teams.
6. The use of trophy stickers (#33) is not mandatory.

Exclusivity rule:

Advertising of team partners that compete to partners of Porsche AG, Porsche Carrera Cup and/or cooperation partners shall be prohibited. In regard to the exclusivity of the partners of Porsche AG 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 Cups worldwide for lubricants, thus prohibiting teams to communicate or advertise for companies or products that are competitors of Mobil 1 lubricants.
2. For the area of fuels, teams are allowed to communicate or advertise for other companies under the following conditions and on request of Porsche AG:
   - The product brand "fuel" has to be clearly distinguishable from the company brand, e.g. "V-Power" or " Ultimate".
   - A maximum of one team with 3 race cars may communicate or advertise for one fuel brand. The date of the contract signing is pivotal.
3. Michelin is the exclusive partner of the Porsche Carrera Cups worldwide and as per contract for several Challenges & Trophies. Therefore, it is forbidden to teams to communicate or advertise for companies or products that are competitors of Michelin.
4. Hugo Boss is the exclusive partner of the Porsche Carrera Cups and Sprint Challenges worldwide regarding apparel and team wear. The exclusivity is limited to the relationship with Porsche, not to the advertising space on the race cars, which is available to customer teams. This means, teams can still show their own apparel partner on the car, as long as the BOSS 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 BOSS logo, decision of exemption is up to markets.
5. 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 TAGH 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 TAGH logo, decision of exemption is up to markets.

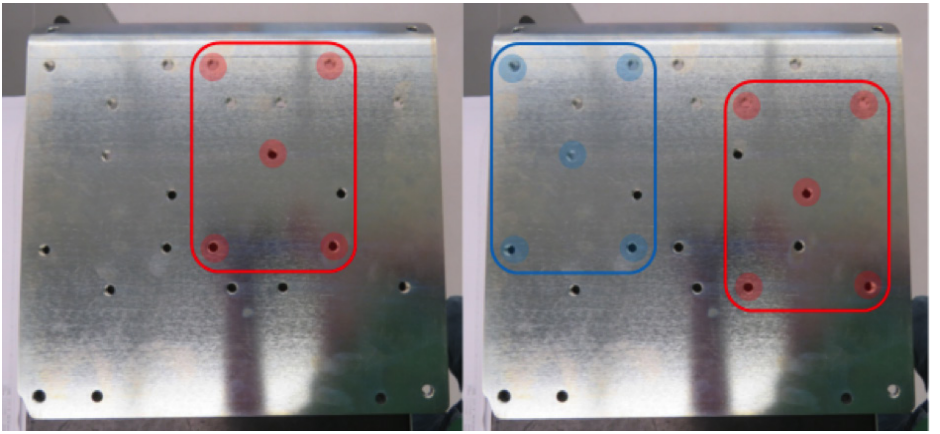
There is no exception for partners of exclusivity.

For questions or additional information, please contact the Porsche Motorsport Business Relations team,
Mr Bernd Simmendinger (bernd.simmendinger@porsche.de) or
Ms Andrea Hagenbach (andrea.hagenbach@porsche.de).

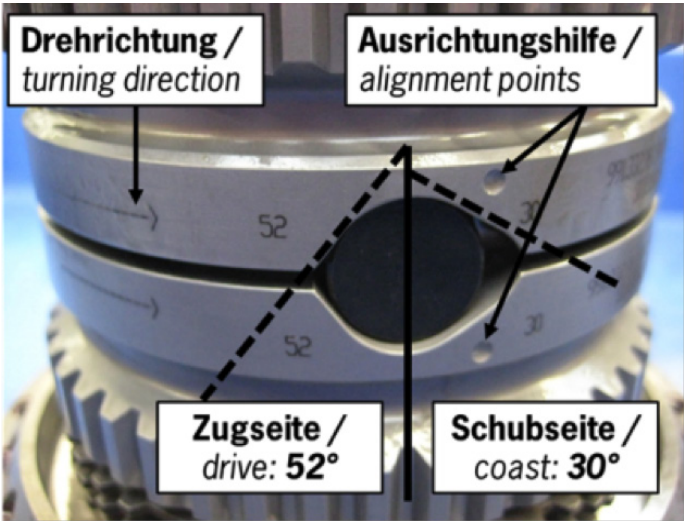
**Subject to amendments.*

Attachment 3 – Ballast weights

Ballast position (without onboard camera) onboard camera ballast position



Attachment 4 – Differential lock ramp breakover angle



Attachment 5 – Differential design

Tellerfeder / *belleville spring*
Druckring / *disk ring*

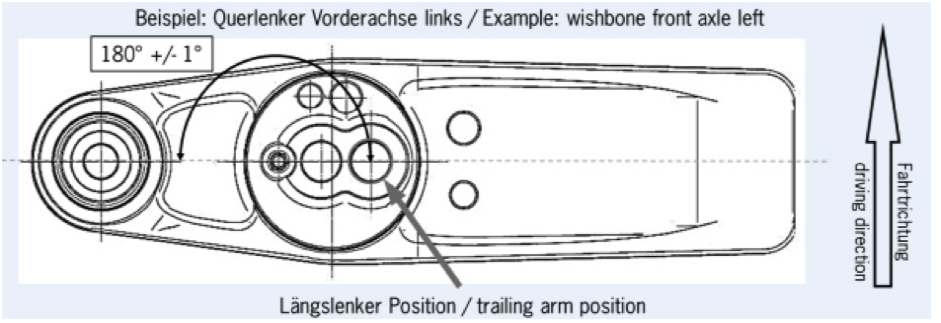
Außenlamelle / *pressure plate*
Innenlamelle / *clutch disk*
Außenlamelle / *pressure plate*
Innenlamelle / *clutch disk*
Außenlamelle / *pressure plate*
Innenlamelle / *clutch disk*

Druckstück / *thrust peace*
Druckstück / *thrust peace*

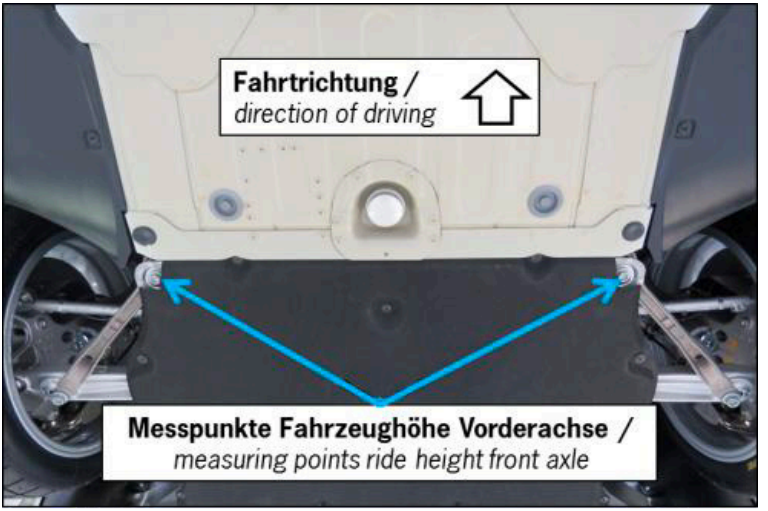
Innenlamelle / *clutch disk*
Außenlamelle / *pressure plate*
Innenlamelle / *clutch disk*
Außenlamelle / *pressure plate*
Innenlamelle / *clutch disk*
Außenlamelle / *pressure plate*

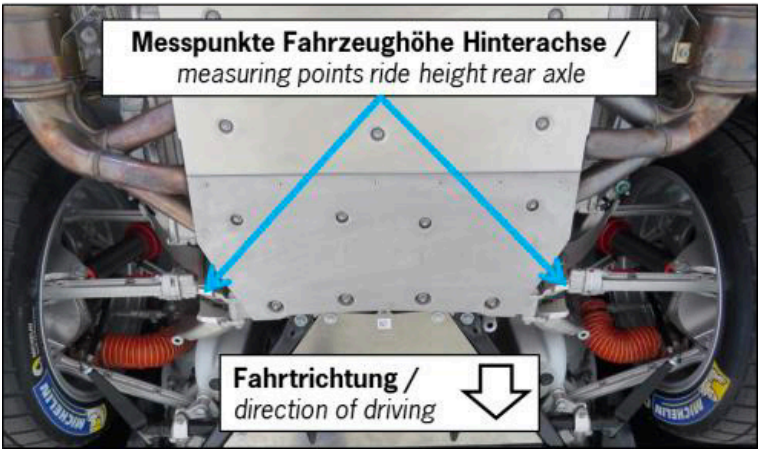
Druckring / *disk ring*
Tellerfeder / *belleville spring*

Attachment 6 – Control arms



Attachment 7 - Minimum ground clearance, rear and front axle



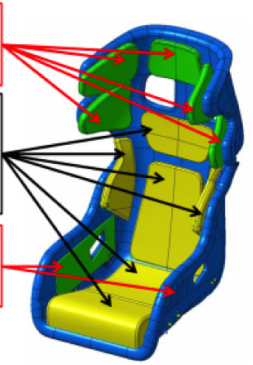


Attachment 8 - Seat Padding

Homologationsrelevant: 5x Polster dürfen nicht verändert, weggelassen oder aufgepolstert werden, erhältlich in drei Größen
Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Nicht Homologationsrelevant: 6x Polster dürfen verändert, weggelassen oder aufgepolstert sowie durch geschäumten Sitzeinsatz ersetzt werden, erhältlich in drei Größen
Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed seat insert, available in three sizes

Homologationsrelevant: 2x Polster dürfen nicht verändert oder weggelassen werden, Aufpolsterung erlaubt
Homologation relevant: 2x paddings, must not be changed or removed, Upholstery allowed



Attachment 9 – Accident Data Recorder (ADR)

All participating cars in the series shall be outfitted with an ADR to be provided and installed by the Series. The deployment of the ADR is a cooperation between the series and the FIA. The ADR is not to be tampered with, nor removed from the car at any time without prior approval from the series. Please observe the following in-conjunction with the ADR:

The ADR is mounted to a bespoke bracket by three screws. In-turn, the bracket is mounted via riveted nuts and oval-head screws towards the rear of the body-shell's centre tunnel forward of the shifting valve-block, as depicted in the images to the left. The position of the ADR installation in the car shall under no circumstance be altered.

Under normal operating conditions, the 'Power' ED should illuminate green.

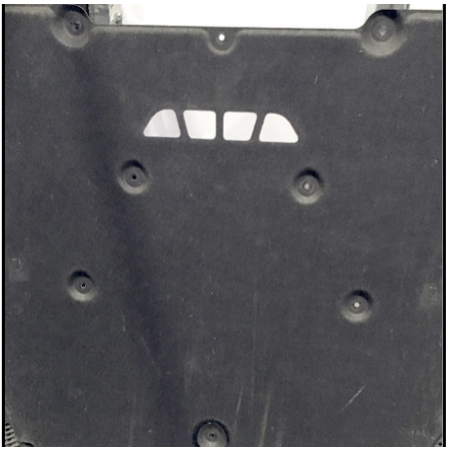
Please inform the series technical staff if, the 'Status' ED is blinking red, the 'Data' ED is illuminated blue or 'Power' LED is not illuminated.

Attachment 10 –Identification of original Porsche windscreens

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

Attachment 11 – Front Underbody Cover

991.504.601.8A - not allowed to be used



991.504.601.8B - allowed