

PORSCHE

SPRINT CHALLENGE
NORTH AMERICA
BY YOKOHAMA

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SPRINT CHALLENGE
USA WEST
BY YOKOHAMA

General Regulations for Series run on Circuits / Automobile Sport

**Part 1 – Technical Regulation Summary
By Porsche Motorsport North America**

(DRAFT v0.2/ 10.02.2025)

**Porsche Sprint Challenge North America
and
Porsche Sprint Challenge USA West**

Forward:

United States Auto Club, hereinafter called USAC, is hosting the Porsche Sprint Challenge for 2026.

Organization:

USAC

Porsche Sprint Challenge North America

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USA

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1 Series Technical Regulations

1.1 Summary of the eligible groups/classes

The Porsche Sprint Challenge North America and Porsche Sprint Challenge USA West are official Porsche AG one-make Series with multiple group/class classifications.

Only cars of the below type/model which fully comply with these Regulations as well as the appropriate Porsche Technical Manual are eligible to participate.

- Porsche 911 GT3 Cup (992.1) a special series produced by Porsche AG), from model year 2021 - 2025
- Porsche 911 GT3 Cup (991 II) (a special series produced by Porsche AG), of the model year 2017- 2019
- Porsche 718 Cayman GT4 RS Clubsport (982) of the model year 2020 - 2025

A change of cars must be applied for in writing by the competitor and must be approved in written form by the Stewards prior to the change. The decision to approve a change of car is at the absolute discretion of the Stewards. Where the Stewards accept such an application, that acceptance may be given subject to specific conditions. Where the replacement of a car is accepted after Qualifying it will normally be on condition that the car starts the race from the back of the grid.

Cars submitted by Porsche AG or USAC may deviate from the Technical Regulations for development purposes. The deviations shall be referred for approval by USAC before the car is used and shall not involve any safety-critical modifications.

Cars shall be separated into the following classes.

992 Class	Porsche 911 GT3 Cup (992.1) cars, Model Years 2021-2025
991 Class	Porsche 911 GT3 Cup (991 II) cars, Model Years 2017-2019
Cayman Class	Porsche 718 Cayman GT4 RS Clubsport (982) cars, Model Years 2020 - 2025

All bodywork must remain stock OE and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.

1.2 Principles of the Technical Regulations

In accordance with:

- ☑Art. 251 and 277 (Group EII-SH) of Appendix J (FIA ISC)
- ☑These Technical Regulations
- ☑The most current published documents from Porsche Racecar Service Information (PMRSI)
- ☑Technical Manuals of the eligible cars from PMNA

- ☒ Technical Information from PMNA
- ☒ Software Information of PMNA
- ☒ Parts Catalogues of the eligible cars from PMNA

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 Motorsport North America. 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 Motorsport North America and these regulations. Any requirements may be varied for any specific event by USAC at that event.

Porsche Technical Manuals and Updates

Teams must subscribe to and always refer to **PMRSI - Porsche Motorsport Racecar Service Information** for up-to-date information about your racecar.

<https://motorsport.porsche.us/>

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.

All cars must be original Porsche Motorsport 911 GT3 Cup (992.1), or 718 Cayman GT4 RS Clubsport (982) cars as delivered by Porsche and the VIN number must reflect this. No aftermarket conversions are permitted.

Except where specifically permitted herein, there are no changes permitted to the cars from their original specifications. There must be no welding, cutting, machining, drilling, acid dipping or other chemical treatment of the car to change its mechanical properties. Any change to the car that is not specifically permitted in the Technical Regulations is expressly prohibited.

Except where specified, all parts must be stock, original equipment (OE) and in the original location as delivered. This means that they must be the Porsche designated parts that were as the car was delivered and be listed in the Porsche parts catalog for that car for that model year. Examples include but are not limited to Water and oil radiators, ducting, hardware, bodywork, suspension components, wheels, driveline, engine, and components etcetera.

Transposition of parts from one model year to another is not permitted except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.

1.4 Driver Equipment

Driver equipment must always be worn whilst the driver is seated in the car in the pre-grid area, the pit lane and on the track. It is compulsory to wear overalls in compliance with the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes, and gloves in compliance with FIA Regulations.

Drivers must wear full coverage helmets of recognized high quality, which include a face shield. Drivers must use helmets that satisfy FIA standard ~~8859-2015~~, 8860-2010 or 8860-2018 ~~or Snell SA2015~~. Modification is prohibited (drilling of holes, etc.) and shall void the homologation.

Drivers must have the "Eject Helmet Removal" kit, the Stand 21 "Lid Lifter Balaclava" ~~or the ROUX helmet removal~~ system as installed by the manufacturer, in their helmets.

All drivers must wear overalls, gloves, underwear, balaclava, socks, and shoes homologated to the FIA 8856-2000 or SFI 3.2A/5 standard, required.

- Regardless of the number of layers of a suit, fire retardant NOMEX® or Carbon-X underwear is mandatory.
- While any manufacturer's items may fail inspection due to condition over time, FIA homologated items shall no longer be valid for use after December 31st of the calendar year ten (10) years after the manufacture date shown on the FIA label; or after December 31st of the year of expiration shown on the FIA label.

1.4.1 Frontal Head Restraint System

Drivers must wear a Frontal Head Restraint (FHR) that is approved according to FIA standard 8858-2002 or 8858-2010. Drivers are strongly encouraged to use helmets with tether-anchorage fitted by the manufacturer as original equipment. Homologated tethers identified by a FIA 8858-2002 label are required and must not be used beyond the 31st day of December in their manufacturer's declared year of expiration.

Sternum straps are not allowed for use with the HANS due to possible interference issues. HANS-specific two-inch hybrid shoulder straps must be used in conjunction with this system providing they meet harness certifications from FIA, SFI 16.1, or SFI 16.5.

Any HANS device must have a Silver and Blue SFI 38.1 Sticker and/or a Silver and Black FIA 8858-2002/ 2010 sticker. The SFI sticker is punched with month and year.

Head and Neck Restraint Devices which only carry a Black FIA 8858-2002/ 2010 sticker (no SFI sticker) must have the tethers replaced five (5) years after the date of manufacturer.

Head and Neck Restraint Devices which are certified to SFI Spec. 38.1 must be inspected and re-certified every five (5) years, effective January 1, 2012. The device must be sent back to the Original Manufacturer for inspection five (5) years from the date of manufacture punched out on the label. When a device is determined by the original

manufacturer to be acceptable for continued use, a new SFI 38.1 conformance label marked with the inspection date will be affixed and the device will be valid for use for another five (5) years from that date.

Any head and neck restraint system must be inspected after a serious incident. If any cracking, delaminating or elongation has occurred, the unit must be replaced.

Devices that meet or claim to meet SFI or FIA specifications but do not actually carry an SFI or FIA certification sticker are not approved.

Drivers' complete safety equipment must be presented at Technical Inspection

1.4.2 Drinking Systems

A drinking system may be installed per the instructions in the Technical Manual. Installation needs to be mounted to metal surface, using metal hardware and be able withstand a crash of 30g. Installations must not impede Driver egress from either side of the car.

1.4.3 Cooling Systems

See Car specific Regulations

1.5 General Regulations

No expressed or implied warranty of safety shall result from this inspection or approval. It is always solely the responsibility of the Competitor to have their car free from mechanical defects and in safe racing condition.

Cars damaged or altered after they have been approved at inspection are subject to re-inspection and approval. USAC officials will make the final decision on the safety and eligibility of an accident-damaged vehicle.

Major body components must be maintained in normal position throughout the competition. Questionable cars are subject to approval by the Technical Director.

Cars shall present a neat, clean, and professional appearance.

Technical Inspection (Scrutineering)

Competitors are obliged to present their cars for Technical Inspection at the request of the series Technical Officials, at any time during the event. Failure to do so may result in penalties up to and including exclusion.

Each entered car must be inspected and approved by the Technical Director or their delegated assistant(s) before it will be allowed to participate in competition or qualifying. There will be a sign-up sheet for Technical Inspection appointments.

At the first event, signups will be taken on the "first to show up" basis. At subsequent events sign up requests will be scheduled.

USAC at its sole discretion, retains the right to impound any car for Technical Inspection at any point in the Event and in case of doubt, may retain any car after the Event until such matters have been resolved. Such Technical Inspection may include the disassembly of various parts of the car, including the engine. Competitors accept that, in order to complete such an inspection, the mandatory seals may be broken, and it is the sole responsibility of the competitor to have any broken seals replaced prior to further competition. Failure to comply may result in a penalty.

The timing, location, method and type of car inspection, and the number of vehicles to be inspected at any Event will be determined by the Technical Director.

When instructed by the officials to go to the inspection (Impound/Parc Ferme) area, cars must proceed directly and without delay, with a team representative. A car not driven directly and immediately to Impound is subject to penalty. No Data downloads or tire pressure checks allowed in pit lane. The car may not be touched by the team representative(s) until directed by a series Technical official.

A team representative(s) must be present at Impound/Parc Ferme to be informed of any decisions taken regarding possible technical checks. Three (3) team representatives' maximum per car are permitted at any time unless otherwise directed by a series Technical official.

Team equipment is prohibited in Impound unless otherwise directed by a series Technical official.

Computers and/or electronic equipment are prohibited in Impound/Parc Ferme unless otherwise directed by a series Technical official.

It is the responsibility of the Driver or Competitor to prepare a car for inspection when requested to do so by the Technical Director or their assistant(s). Any expense incurred, except in the case of a protest, shall be the liability of the Competitor. Preparation of a vehicle for inspection must be performed in a timely manner as determined by the Technical Director. Any part that does not comply with these Technical Regulations may be indefinitely retained by USAC.

Admittance to any area in which inspections are being made is controlled by the Technical Director.

Each car entered must submit to Technical Inspection during scheduled hours.

At each event all vehicles will be given a schedule time for a compliance inspection of their vehicle.

All driver safety equipment (fire suits, helmets, HANS device, helmet lift systems etc.) will also be inspected for compliance.

Measurements under these Technical Regulations:

a. Both metric and English dimensions may be given. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection will normally use the system most advantageous to the Competitor. (See **Appendix 4**)

b. The Technical Director may establish tolerances for measurements taken during inspection; may require components on the car to fit USAC templates, fixtures; may require USAC monitoring/data collection devices to be fitted to a car.

Appearance: Clean and neat, no old damage.

Identification numbers must be placed on both sides, front and rear bumper. And must be legible to the satisfaction of the Race Director. Specific requirements may be provided in Event Supplementary Regulations.

Fluid Leakage: Not allowed.

Mandatory Stickers:

All stickers must be applied in accordance with these Regulations prior to participation in the first on-track session and must comply with the standards established by USAC for the Porsche Sprint Challenge North America and USA West Series. Compliance with series sponsor advertising requirements is mandatory.

1.5.1 Permitted modifications and installations.

It is permitted to carry out work on a vehicle which is part of the regular maintenance of the vehicle, or which serves for the replacement of parts that have become defective as a result of wear or accident.

The utilization of components manufactured by Porsche for other vehicles is prohibited. Standard fasteners such as nuts, bolts, washers, cir-clips, spring washers, split pins, etc., may only be replaced with original Porsche spare OE parts. In the case of threaded fasteners, the type, size, and pitch of the thread must not be changed.

If, in the sole judgment of the Technical Director, the cars do not meet the spirit or intent of these Technical Regulations, he may order them to be corrected to be in compliance prior to any further participation in the Event.

Any waiver of any technical requirement by the Technical Director shall specify the length of time the waiver shall be in force and shall not constitute an ongoing waiver, or a waiver for any other cars for the same issue.

Limits of Adjustments: Except as may be specified or permitted in these Technical Regulations, the limit of any adjustment on the car shall be the range of adjustment permitted by the stock parts using the stock fixation points as supplied by the manufacturer. No additional adjustment points within or outside the range may be created by altering parts from their "as manufactured" configuration.

It is the responsibility of the participant to read, understand and comply with The Technical Regulations. Failure to do so will not provide any relief from The Technical Regulations. Competitors are encouraged to enroll in the PMRSI bulletin program by contacting PMNA. The most current PMNA technical manual and parts catalogue (as found on PMRSI) are considered an appendix to this rulebook, unless otherwise stated. Part numbers and best practices that pertain to a specific vehicle model, type and year will be referenced as part of the Technical Inspection process.

1.6 Minimum weights and ballast

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

The minimum weight must also be observed when the levels of operating liquids are under minimum level. The checking of the weights of the cars and Drivers will be conducted on the "official scale" which will be located in the USAC designated Technical inspection tent.

1.6.1 Base plate auxiliary weight

Installation of Car specific weight base plate is required for all model Cars. The base plate must be affixed using OE hardware. No welding on the base plate is permitted.

1.6.2 Ballast

Any ballast added must be attached to the weight base plate and must be carried in a PMNA ballast box. Using only original Porsche ballast components. (see **P2.1 Attachment 3**) The ballast must be installed in the designated fixing points in the position of the passenger seat area. This is the only approved location for ballast to be added. If no ballast is added to the weight base plate, the ballast box (9F1801575) and associated hardware is permitted but not required.

No weight may be removed from the stock structure of the car and substituted in the ballast box. Ballast box, weight plates, and weight base plate must be purchased from PMNA or PAG.

1.6.3 Determining car weight

The weight of a car consists of:

- the weight of the car with empty fuel tank.
- the weight of the onboard camera (surveillance camera and/or official TV camera), the radio system assigned by the USAC or the weight of the respective substitute ballast.
- the installed ballast plate and hardware (including driver equalization weight).
- the weight of any additional parts or systems required by USAC to be fitted for development purposes.

1.6.4 Official Driver Weight

The official minimum weight of a Driver will be set at the first Event, or when requested by USAC, when the Driver weighs in on the official scale under the direction of USAC.

- During the weighing, each Driver must wear his complete Driver apparel as set out in these Regulations.
- Once USAC has recorded a Driver's weight, this weight becomes the "Official Driver Weight".

- This “Official Driver Weight” will be rounded up to the next whole pound.
 - For example, 220.30 pounds will be rounded to 221.00 pounds.
- The Official Driver Weight is used in Scrutineering for this and all subsequent Events or until a Driver is re-weighed.
- A Driver may request to be re-weighed at the beginning of an Event and a new “Official Driver Weight” will be recorded and effective beginning at that Event.
- USAC may require a Driver to be re-weighed at any time.

It is the responsibility of the Competitor to ensure that the sum of the installed equalization weight plus his “Official Driver Weight” always achieves or exceeds the minimum weight.

1.6.5 Determining the total weight of the Driver and Car

The total combined weight for the Car and “Official Driver Weight” shall be specified in these technical Regulations or in a subsequent bulletin. USAC may in their discretion decide to weigh the Car and Driver separately, in combination or with substitution for the Driver.

- If the car is weighed without the Driver USAC will add the Official Driver Weight to obtain the total weight of the car.
- Prior to weighing the Car and after taking a fuel sample, the Team shall remove the remaining fuel from the fuel tank under the direction of USAC.

1.6.6 Weight changes during qualifying and races

During any qualifying session and race, the weight of the car is only permitted to be altered by:

- Changing from slick tires to wet tires 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 in any form permitted to be added to the car or the Driver.

1.6.7 Verification of the minimum weights by the participants on the official scale

Competitors have the opportunity to check the weight of their cars and Drivers during the event on the official scale and/or Driver scales with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

1.6.8 Personal protective driver equipment during weighing

During the weighing, each driver must wear and/or carry his complete Driver plus the mandatory head restraint system.

1.6.9 Weighing of cars

The weighing of Cars is carried out regularly on the official scale under the direction and supervision of USAC officials.

1.6.10 Leaving the weighing area

Without the consent of the Technical Scrutineers the car is not permitted to be removed.

1.6.13 Replacement and loss of car parts and car damage

All car parts that were replaced during any session (free practice, qualifying or 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 replacement parts.

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

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

1.6.14 Parc Fermé rules for 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.

It is the Competitor's responsibility to ensure that the car entered by him can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event.

1.6.15 Weighing in below the minimum weight

If, during any post session weighing procedure, the combination of car and Driver (including compulsory Driver equipment) is found to be below the currently applicable 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 weights recorded is regarded as the actual weight for the combination of car and Driver (including compulsory Driver equipment).

1.6.16 Regulations on the route to and in the weighing area

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

1.7 Emissions regulations

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

1.8 Noise regulations

See Supplementary Regulations

1.9 Advertising and partnerships

See Sporting Regulations

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1.10 Safety Equipment

OE belts are required. Competitors are responsible for ensuring that any seat, seat belt and mounting are compatible, properly installed, appropriate and safe for competition. USAC may reject, at its sole discretion, any system that either does not meet the requirements or appears to be defective or inappropriate in any way. No warranty of safety, express or implied, shall result from inspection or approval of any system by USAC.

All textile safety equipment must be presented in an unstretched, untethered unburned new condition. In the case of a major contact incident all safety items must be replaced.

Shoulder harness belts must be crossed for HANS device when not mounted directly behind the seat.

FIA CERTIFICATION - FIA harnesses have tags printed by each manufacturer. FIA harness certifications are good for a period of 5 years from the date of manufacture. FIA harnesses may be used until December 31st of the year printed (or stamped) on the tag. There should be one FIA tag on each element of the harness.

For example, a harness FIA-tagged with an expiration year of 2018 would expire at the end of December 2018. Stock OE seats are required.

Seats – Reference Class/Car specific Appendix and Technical Regulation

OE seat as supplied from Porsche and within FIA expiration limits.

Containment Nets – See **Appendix 2**

Cars must use the Safecraft bullet release on the left side net in conjunction with the required Porsche Motorsport mounting kit. Welding to the roll cage is prohibited.

The installation of the net must be in contact with the head support and attached slightly inboard at the rear. Net must be installed as described in the Technical Manual

The upper strap of the net must be at or above the center of gravity of the helmet of the driver of the car.

The net(s) must be dated by the manufacturer and must be replaced per the manufacturer's specifications.

The installation of an "inside" or right-side net is required per the car specific rules in the respective Technical Manual.

Only safety nets meeting FIA 8863-2013 or SFI Spec 37.1 are permitted.

Horizontal webbing shall face the driver, providing the smoothest surface for the helmet.

Approved release mechanisms are the Safecraft bullet style, and approved FIA 8863 systems.

All cars must be equipped with two master electrical circuit breakers, one accessible from inside (accessible by the Driver when normally seated and fitted with the mandatory safety harness), and the second outside the car, that control all electrical power (except electrically actuated fire systems).

The preferred outside location is the Drivers side cowl area. The circuit breakers must be clearly marked by a spark

in a blue triangle.

All cars must have at least two operating red brake lights and two taillights. Amber brake lights will not be permitted. (During a competition, the Race Director may accept one functioning headlight, one functioning taillight and one functioning brake light due to damage or equipment failure).

Two external OE rear-view mirrors must be installed. Minimum dimension of each external mirror: 100 cm². An additional Longacre or equivalent 14" or 17" center mount interior mirror is allowed. Mirror must be mounted using metal hardware and be able to withstand a 30g crash. The mounting method is subject to USAC approval.

Safety fuel cell meeting FIA Spec FT-3 and within manufacturer supplied expiration date.

Hoods, deck lids and movable body sections must be secured with OE supplemental pins or fasteners at all times while Car is in motion. Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids, and removable tops) must have attaching cables to prevent accidental loss of pin.

No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable. A fire suppression system is required and must be always in certified working order. The on-board fire suppression system must be Porsche stock or of a size and an approved extinguishing material that is in accordance with the FIA Sporting CODE, Appendix J, Article 258A.15.1, Trigger must be marked with a red circle with the letter "E" and be operable by the Driver and from outside the car. Outlets must be directed into the Driver, engine, and fuel compartments. The fire suppression system must be switched into position "Armed" and the red LED flashing from the moment the Car leaves its team pit garage to travel to the marshalling area for each session and must not be switched off until the Car is returned to the team pit garage or Parc Fermé after the session.

Fire bottles and ignition devices must be within the FIA date requirement listed on the device.

In all cases, the Driver must be able to easily exit the car through both the driver side and the passenger side in an emergency.

An on-board starter and energy source must always remain functional, except when deactivated in an emergency by the master electrical circuit breaker.

1.11 Fuel type and single fuel

The following single fuel must be used.

All cars must use unleaded fuel as prescribed by and sourced through USAC

The only allowed fuel is:

Sonoco Racing Fuels – 260 GTX

1.11.1 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 competitor 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. If the Technical Scrutineers order that a car be defueled (for example to check the minimum weight of the car without residual fuel), a fuel sample must be taken prior to defueling the car.

1.11.2 Refueling, refueling installations and control

Any operations involving the handling of fuel require the proper grounding to earth of the car and all equipment involved; in addition, there must be two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations.

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. All additives are prohibited. Fueling and refueling of the cars on pit lane during free practice, qualifying and the race is forbidden. Chemical changes to the fuel are forbidden.

Fuel may only be added or removed into or from the fuel cell of the car using a closed-circuit fueling system (USAC reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fueling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be compromised. The fuel will only be supplied in drums and may only be added and removed from the drums with the same closed-circuit fueling system specified using a suction pipe. See Car Specific Regulations for additional information.

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

Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective work area. Smoking and hot works are prohibited when any operation involving fuel, or the fuel cell is in progress.

Porsche Endurance Challenge fueling equipment as described in Appendix 2 of the PEC Regulations may be installed and run concurrently in PSCNA and PSCW sessions. 718 Cayman GT4 RS Clubsport cars must install OE fueling cover (Part #9F2805585) during all PSCNA and PSCW sessions. See 3.7 Attachment 9 of the 718 Cayman GT4 RS Clubsport technical regulations for approved de-fueling kit parts to allow closed loop fueling.

3 Attachments/Drawings

3.1 Appendix 1A - 992 Class - GT3 Cup (Type 992.1)

911 GT3 Cup (992.1):

ITEM	DESCRIPTION
Series Number (Typical)	<ul style="list-style-type: none"> • WPOZZZ99Y#S298XXX (Y = Var. Letter or Digit # = Variable Letter; X = Variable Digit) • Example: <ul style="list-style-type: none"> • MY21: WPOZZZ99ZMS298160 • MY22: WPOZZZ99ZNS298408 • MY23: WPOZZZ997PS298077 • MY24: WPOZZZ995RS298064 • MY25: WPOZZZ990SS298043
Engine Specification	<ul style="list-style-type: none"> • Engine sealed by PMNA/ Porsche AG • Number and layout of cylinders/ 6 cylinder Boxer • Type of charging / Normally Aspirated • Location of engine / Rear • Cylinder capacity/ 3996 cm³
Minimum Car Weight	<ul style="list-style-type: none"> • 3026 lb. Car and driver (Including all added accessories) combined without fuel
Minimum Ride Heights	<ul style="list-style-type: none"> • Front: 72mm at 992.1 Cup reference point • Rear: 106mm at 992.1 Cup reference point
Springs Main and Helper	<ul style="list-style-type: none"> • Front OE as delivered • Rear PMNA Part# PMN9F1511105B 260 N/mm required. (Must replace OE 300 N/mm spring)
Wheelbase	<ul style="list-style-type: none"> • 2,468 mm +/- 15mm
Overall Length	<ul style="list-style-type: none"> • 4,585 mm +/- 15mm
Rear Wing	<ul style="list-style-type: none"> • See Technical Manual for detail use only matching numbered position holes in conjunction with each other
Overhang	<ul style="list-style-type: none"> • Front: 1,036.0 mm +/- 15.0 mm • Rear: 1,081.0 mm +/- 15.0 mm
Camber	<ul style="list-style-type: none"> • Note: Cambers subject to Tire manufacturer mandate. See SR
Exhaust System Type	<ul style="list-style-type: none"> • OE/ Standard exhaust system with Supercup Parts:
ABS System	<ul style="list-style-type: none"> • Porsche Motorsport Bosch M5 (As sold through PMNA or Porsche AG)
Traction Control	<ul style="list-style-type: none"> • Porsche Motorsport as sold through PMNA or PAG

3.2 Appendix 1B - 991 Class - GT3 Cup (Type 991.2)

911 GT3 Cup (991 II):

ITEM	DESCRIPTIPON
Series Number (Typical)	<ul style="list-style-type: none"> WPOZZZ99Z#S198XXX (# = Variable Letter; X = Variable Digit) <ul style="list-style-type: none"> Examples: <ul style="list-style-type: none"> MY 17: WPOZZZ99ZHS198071 MY 18: WPOZZZ99ZJS198098 MY 19: WPOZZZ99ZKS198325
Engine Specification	<ul style="list-style-type: none"> Engine sealed by PMNA/ Porsche AG Number and layout of cylinders/ 6-cylinder Boxer Type of charging / Normally Aspirated Location of engine / Rear Cylinder capacity/ 3996 cm³
Minimum Car Weight	<ul style="list-style-type: none"> 2910 lb. Car and driver (Including all added accessories) combined without fuel
Minimum Ride Heights	<ul style="list-style-type: none"> Front: 78mm Rear: 100mm
Springs Main and Helper	<ul style="list-style-type: none"> Front: OE/ H&R/ Part# 991.343.531.8C main/ 996.343.537.90 helper Rear: (280 N/mm): PMN.991.333.531.8C (Must replace as delivered (260 N/mm) main springs) <p><u>Helper Springs</u></p> <ul style="list-style-type: none"> Rear (80/60/60): 997.333.537.90
Wheelbase	<ul style="list-style-type: none"> 2456 +/-10mm
Overall Length	<ul style="list-style-type: none"> 4577 +/-10mm
Rear Wing	<ul style="list-style-type: none"> See Technical Regulation Rear Wing Gurney Mandatory/ Part# 991.512.105.8A
Overhang	<ul style="list-style-type: none"> Front: 1046 +/-10mm / Measured from the center of the Front axle to the leading edge of the vehicle (Front Splitter included) Rear: 1075 +/-10mm / Measured from the center of the Rear axle to the trailing edge of the vehicle (Rear Wing Excluded)
Camber	<ul style="list-style-type: none"> Note: Cambers subject to Tire manufacturer mandate. Front: -4.3 degrees maximum Rear: -3.5 degrees maximum
Exhaust System Type	<ul style="list-style-type: none"> OE / Standard exhaust system with Supercup Parts
ABS System	<ul style="list-style-type: none"> Manthey M4 or Manthey M5 (as sold through PMNA)
Traction Control	<ul style="list-style-type: none"> NONE

3.3 Appendix 1C - Cayman Class - 718 Cayman GT4 RS Clubsport (Type 982)

718 Cayman GT4 RS Clubsport (982):

NOTE #1: 718 Cayman GT4 RS Clubsport (982) defined by Porsche using FIA standards for safety components.

ITEM	DESCRIPTIPON
Series Number (Typical)	<ul style="list-style-type: none"> WPOZZZ98Y##299XXX (Y= Var. Letter or Digit #= Var. Letter; X= Variable Digit) <ul style="list-style-type: none"> Example: <ul style="list-style-type: none"> MY20: WPOZZZ98ZLK299817 MY23: WPOZZZ989PS299514 MY24: WPOZZZ987RK299515 MY25: WPOZZZ987SK299519
Engine Specification	<ul style="list-style-type: none"> Engine sealed by PMNA / Porsche AG Number and layout of cylinders / 6-cylinder Boxer Type of charging / Normally Aspirated Location of engine / Mid Longitudinal Cylinder capacity / 3996 cm3
Electronics	<ul style="list-style-type: none"> Only the OE Engine and Chassis Electronics as programed by PMNA are allowed
Minimum Car Weight	<ul style="list-style-type: none"> 3150 lb. Car and driver (Including all added accessories) combined without fuel
Minimum Ride Heights	<ul style="list-style-type: none"> Front: 101mm See Car specific rules for measuring locations Rear: 94mm See Car specific rules for measuring locations
Springs Main and Helper	<ul style="list-style-type: none"> Front: 9F2411105D (160 N/mm) and Intermediate Ring: 9F2409423D Rear: 9F2511121D (170 N/mm) and Intermediate Ring: 9F2409423G
Wheelbase	<ul style="list-style-type: none"> 2476 +/-10mm
Overall Length	<ul style="list-style-type: none"> 4458 +/-10mm (Reference "A+B+C" in the Technical Manual)
Rear Wing	<ul style="list-style-type: none"> OEM as delivered with 10mm Gurney
Overhang	<ul style="list-style-type: none"> Front: 1070 +/-10mm / Measured from the center of the Front axle to the leading edge of the front splitter along the vehicle centerline. Reference "A" in Technical Manual Rear: 912 +/-10mm / Measured from the center of the Rear axle to the trailing edge of the rear wing along the vehicle centerline. Reference "C" in Technical Manual
Camber	<ul style="list-style-type: none"> Maximum cambers subject to Tire manufacturer's recommendation. See SSR
Exhaust System	<ul style="list-style-type: none"> The entire exhaust system must remain OE as delivered ("Loud" 9F2251052)
ABS System	<ul style="list-style-type: none"> OE Porsche ABS with factory calibration
Traction Control	<ul style="list-style-type: none"> OE Porsche ABS with factory calibration

3.4 Appendix 2 - Containment Net Detail All Classes

- ▶ The driver must be positioned in the seat so that his/her eye level is within the corridor [1] (Fig. 41).
- ▶ The eye level of each driver must be marked on the headrest!
- ▶ As seen from the side, the upper strap of the net may be located vertically (Z-direction) at a maximum of 15 mm below and at a maximum of 80 mm above the eye (Fig. 42).
- ▶ The safety nets must contact the seat on the sides (Fig. 42).
- ▶ At least 2 of the vertical straps must cover the headrest (Fig. 42).
- ▶ Tighten the safety nets so that at any point along the longitudinally running straps a transverse force induced by the driver of 50 N does not deflect the straps more than 50 mm.

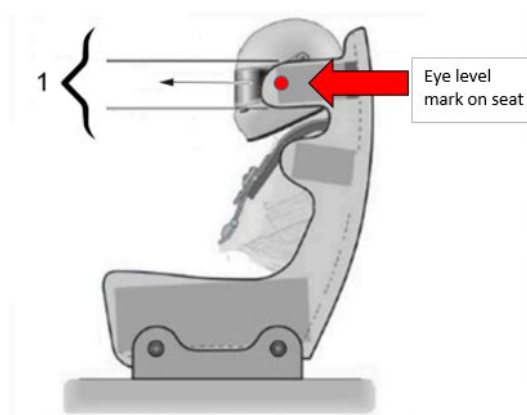


Fig. 41: Eye level corridor

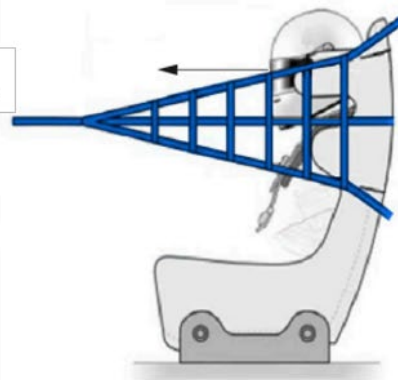


Fig. 42: Example of outer safety net

3.5 Appendix 3 - Mandatory Radio Frequencies

See Sporting Regulations Document.

3.6 Appendix 4 - Equivalence Formula

- 1 inch = 2.54 centimeters = 25.4 millimeters
- 1 millimeter = 0.1 centimeters = 0.03937 inches
- 1 foot = 12 inches = 0.3048 meters
- 1 meter = 3.28 feet = 1.0936 yards
- 1 mile = 1760 yards = 5280 feet = 1.60934 kilometers
- 1 kilometer = 1000 meters = 1093.6 yards = 0.62137 miles
- 1 square inch = 6.45 square centimeters
- 1 cubic inch = 16.387 cubic centimeters
- 1 cubic centimeter = 0.061 cubic inches
- 1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters
- 1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallons
- 1 pound = 16 ounces = 453.592 grams
- 1 kilogram = 1000 grams = 2.2046 pounds
- 1 mile per hour = 1.467 feet per second = 1.60934 kilometers per hour
- 1 kilometer per hour = 0.62137 miles per hour
- Cylinder volume (displacement) = $\pi \times (1/2 \text{ bore})^2 \times \text{stroke}$
- Engine displacement = Cylinder volume x number of cylinders
- Weight of gasoline = 6.3 pounds per gallon Sunoco 260GTX
- Atmospheric pressure = 29.92" HG = 14.7 P.S.I. = 1.01 Bar
- 1 Bar = 14.5 P.S.I.
- 1 g (acceleration due to gravity) = 9.81 m/s²
- Average speed formula = $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total time in seconds}}$

3.7 Appendix 5 - Technical Definitions

- A. **Car** means a singular representation of a Car Model possessing a Technical Credential, entered by a Competitor in an Event.
- B. **Car Model** means a specific model of a vehicle constructed by a Manufacturer / Partner and intended for Competition.
- C. **Class** means a category for Cars sharing a common set of Homologation Regulations and differentiated from others by type of Car Model.
- D. **Competition** means a contest of competitive nature in which a Car takes part during an Event and results of which Competition are published.
- E. **Constructor** means an entity that designs and builds Race car chassis.
- F. **Competitor** means an entity or person who has entered a Car that has been accepted for Competition and holds an USAC Membership in the capacity of a Competitor, Entrant or Driver.
- G. **Event** means an USAC Sanctioned motorsport activity. It includes the designated Race as well as all periods for registration, inspections, Test Sessions, Practice, Qualifying, Racing, pre- and post- Race activities and inspections, and rain or postponed dates related thereto.
- H. **Equalization weight** is the weight added to a Car's respective Base plate to achieve the minimum required car and driver weight.
- I. **KED System** Kendrick driver extrication device.
- J. **Manufacturer** means a Manufacturer Partner constructing an approved Car Model.
- K. **OE Original Equipment** meaning as delivered from the manufacture in its original state of manufacture and delivery also stated as manufactured.
- L. **Parce Ferme** Closed area to perform Post Race Technical Inspections without team personnel or spectators also called Impound. This would typically take place after a point scoring session. See Sporting Regulations Section 11.2.
- M. **Permissive** means modifications explicitly authorized by these Technical Regulations are permitted and modifications not explicitly authorized by these Technical Regulations are prohibited.
- N. **PMNA** means Porsche Motorsport North America. Referred to extensively throughout this document.
- O. **Porsche AG** Aktiengesellschaft abbreviated as PAG throughout this document.
- P. **Series Official**: Several permutations of this person (Tech official, Technical director, Race director, USAC, Steward, Technical Manager. Technical Scrutineer) each with the same authority used through the documents all indicate a human with the authority to enforce these Regulations.
- Q. **USAC** sanctioning body and Series Organizer for Sprint Challenge in North America.
- R. **Team** aligned with competitor responsible but not punitively accountable for competitor actions.
- S. **Technical Inspection** safety and technical compliance inspection performed outside of (Parce Ferme) a point scoring session.
- T. **Specification** means all technical characteristics of the Car Model defined by the Homologation and Technical Credential.