



Porsche Carrera Cup Scandinavia

Regulations 2014

(English version)

List of contents:

1. General

- 1.1 Organisation
- 1.2 Legal basis for the series
- 1.3 Status of the series

2. Calendar for the series

3. Sporting regulations (implementation regulations)

- 3.1 Participants
- 3.2 Entrants
- 3.3 Reserve drivers/Guest starters
- 3.4 Age regulations
- 3.5 Registration and entries
- 3.6 Commitment to participate
- 3.7 Authorised vehicles
- 3.8 Repair, affixing of seals and identification of vehicle components
- 3.9. Documentation
- 3.10 Technical scrutineering/technical controls
- 3.11 Driver's equipment
- 3.12 Advertising on driver's equipment
- 3.13 Advertising and starting numbers on the vehicle
- 3.14 Running of the competitions
- 3.15 Free practice
- 3.16 Qualifying
- 3.17 Start

- 3.18 Classification rounds
- 3.19 Scoring/awarding of points
- 3.20 Prize money
- 3.21 Title
- 3.22 Test restrictions
- 3.23 Special provisions
- 3.24 Protests and appeals
- 3.25 Exclusion of right to appeal and limitation of liability
- 3.26 Liability renunciation
- 3.27 Indemnity against claims of the vehicle owner
- 3.28 Responsibility, changes to the rules of participation, cancellation of the event
- 3.29 Text of authoritative rules
- 3.30 Acceptance of the rules
- 3.31 Place of jurisdiction
- 3.32 Advertising and television rights
- 3.33 Sports penalties
- 3.34 Function of the Race Director
- 3.35 Rights of the event organiser and the organiser of the series
- 3.36 Effectiveness of the regulations

4. Technical regulations

- 4.1 Overview of the groups/classes
- 4.2 Basis of the technical regulations
- 4.3 General/preamble
- 4.4 Driver's equipment
- 4.5 General regulations
- 4.6 Vehicle weight and ground clearance

- 4.7 Engine capacity factor for turbocharged engines
- 4.8 Emissions regulations
- 4.9 Noise regulations
- 4.10 Advertising regulations and starting numbers on the vehicle
- 4.11 Safety equipment
- 4.12 Fuel
- 4.13 Definitions

(5. Special technical requirements – available directly by PCCSO)

- 5.1 General
 - 5.1.1 General vehicle description
- 5.2 Engine
- 5.3 Power transmission
- 5.4 Brakes
- 5.5 Steering
- 5.6 Wheel suspension
 - 5.6.1 Anti-roll bars
 - 5.6.2 Shock absorbers/springs
- 5.7 Wheels and tyres
- 5.8 Body and dimensions
 - 5.8.1 Overall car length and overhang
 - 5.8.2 Body, exterior (including windows)
 - 5.8.3 Passenger compartment/cockpit
 - 5.8.4 Roof hatch
- 5.9 Aerodynamic aids
- 5.10 Electrical equipment
- 5.11 Fuel system

| | |
|--------|--|
| 5.12 | Lubrication system |
| 5.13 | Data transmission |
| 5.14 | Miscellaneous |
| 5.14.1 | Seals |
| 5.14.2 | Repairs subject to notification requirements |
| 5.14.3 | Cameras |
| 5.14.4 | Comments |

(6. Attachments – available directly by PCCSO)

| | |
|--------------|-------------------------------|
| Attachment 1 | Badge regulations 2014 |
| Attachment 2 | Minimum ground clearance |
| Attachment 3 | Sticker regulations 2014 |
| Attachment 4 | Differential lock, ramp angle |
| Attachment 5 | Wishbone |
| Attachment 6 | Ballast weights |

1. General

1.1 Organisation

Porsche AG, hereinafter called the series organiser, is announcing the **Porsche Carrera Cup Scandinavia (PCCS)** for 2014.

The series is organized by:

Porsche Carrera Cup Scandinavia Organisation (PCCSO)

Koppsängsvägen 5

SE-671 93 Arvika

Sweden

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The Porsche Carrera Cup Scandinavia consists of 6 classification rounds which are to be run in conjunction with the events listed in section 2.

The series is being supported by the following companies*:

- Mobil 1
- Michelin
- Adidas
- Gaggenau
- Europcar
- Porsche Finansiering
- Scania

* Subject to amendments.

The series and its current Sporting and Technical regulations has been authorised by the SBF (Svenska Bilsportförbundet, Racingutskottet).

1.2 Legal basis for the series

The series is organised in accordance with and subject to the following regulations:

- International Sporting Code of the Fédération Internationale de l'Automobile (FIA) with attachments (ISC)
- FIA circuit racing regulations
- SBF-Event regulations
- SBF-Circuit regulations, except where any special regulations are set out in the regulations presented here
- Sporting Code of the STCC Mästerskapsracing 2014
- Legal and procedural directive of the SBF
- Decisions and regulations of the SBF
- Environmental regulations of the SBF

- Anti-doping-regulations of FIA/SBF (WADA-Code)
- These sporting and technical regulations and any SBF-approved changes and additions (bulletins) from the series organiser
- Regulations and any changes and additions of the organiser of individual races
- Those of the 'Application for Entry' or the 'Application for Guest Entry' signed by the entrant/driver

1.3 Status of the series

The status of the series is national

2. Calendar for the series*

| | | |
|---------|---------------|----------------------------------|
| Round 1 | 9-10.05.2014 | Ring Knutstorp |
| Round 2 | 23-24.05.2014 | TBA |
| Round 3 | 6-7.06.2014 | Göteborg City Race |
| Round 4 | 11-12.07.2014 | Falkenberg |
| Round 5 | 23-24.08.2014 | Porsche Racing Festival, Finland |
| Round 6 | 19-20.09.2014 | Mantorp Grand Finale |

*Subject to amendments.

3. Sporting regulations (implementation regulations)

3.1 Participants

Drivers with an national (minimum) entrant's and driver's licence valid for 2014, issued by the SBF or another ASN affiliated to the FIA, who are registered with the series organiser and have paid the entry fees shall be entitled to compete.

Drivers who fail to qualify during 2 rounds of the championship by failing to fulfil the 107% rule (see 3.16) can be excluded from the championship by the series organiser.

3.2 Entrants

Entrants who register with the drivers must have an international company or international club entrant licence for 2014 issued by the SBF or another ASN affiliated to the FIA and must have paid the entry fees.

3.3 Reserve driver/Guest starter

Reserve driver

Reserve drivers must hold a valid international driver's licence, be entered for an event using an 'Application for Guest Entry' and compete in an entered vehicle with an existing start number.

Guest starter

Guest starters must hold a valid international driver's licence, be entered for an event using an 'Application for Guest Entry' and compete in a non-registered vehicle without an existing start number. The series organiser may allow both guest starters and reserve drivers to participate in the respective events, providing that the said starters satisfy the conditions pertaining to the rules of participation for the respective classification rounds. They are subject to a separate scoring system (see 3.19 - Scoring). Registered entrants and drivers are given priority with regard to their entitlement to race.

3.4 Age regulations

Not applicable.

3.5 Registration and entries

To be allowed to compete in the Porsche Carrera Cup Scandinavia 2014, the entrant and/or driver must submit an entry by **01.05.2014** using an "Application for Entry" issued by the series organiser. The series organiser reserves the right to accept entries that arrive after this date.

With the submission of the "Application for Entry" or "Application for Guest Entry", the entrant/driver must specify the class (A or B classification) he/she is entered for:

A classification: Porsche 911/997 GT3 Cup m/y 2010-2013

B classification: Porsche 911/997 GT3 Cup m/y 2005-2009

The series organiser has the final decision in the allocation of drivers to the respective classes.

The application, which must be filled in fully and signed, is to be sent to the following address:

Porsche Carrera Cup Scandinavia

Organisation

Koppsängsvägen 5

SE-671 93 Arvika

Sweden

The entry fee (based on 6 championship races):

To: 01.05.2014 SEK 72.0000

Plus the applicable VAT.

And includes:

- Entry fee for one vehicle at all classification rounds
- Five 3-day team catering tickets per event
- One parking tickets for the Support Event car park per event

Reserve drivers for an entered vehicle/existing start number can apply to compete at individual race events with the 'Application for Guest Entry' until the respective closing date (as stated in the event terms and conditions) at the PCCSO.

Guest starters can apply for participation in single race events at the latest 1 week prior to the relevant event using an "application for guest entry" which must be sent to the PCCSO. The single entry fee is due as indicated in the "application for guest entry". The series organiser reserves the right to accept entries which are received after this date.

Participants who have been accepted will receive a written confirmation of their entry or guest entry. The series organiser reserves the right to refuse "application for entry" or "application for guest entry" without stating credible reasons.

The series organiser reserves the right to enter cars under its own application.

By submitting the "application for entry" or the "application for guest entry" the entrant and driver duly authorise and request the series organiser to submit entries in their name to the events where the classification rounds for the Porsche Carrera Cup Scandinavia 2014 will be held (block nomination). Direct entries to the event organisers by the entrants are not permitted.

The series organiser also reserves the right to permit additional entries to the individual classification rounds. Should one of the named participants not take part in a classification event, that person must notify the series organiser of their absence in writing 48 hours before the start of licence verification at the latest. The relevant ASN may penalise a failure to comply with this deadline.

Two starts at the same event are permissible. Recourse to legal action is excluded.

3.6 Commitment to participate

By submitting an entry the entrant commits to participating with each registered vehicle (A and B classification) in all official tests and all classification rounds of the 2014 Porsche Carrera Cup Scandinavia.

A and B classification

If an entrant or driver is unable to fulfil the participation commitments for reasons beyond his/her control, he/she has to state credible reasons for this in writing. The series organiser alone shall decide whether or not the responsibility lies with the entrant/driver for not complying with the obligation to participate.

3.7 Authorised vehicles

Only vehicles of the type/model Porsche 911 GT3 Cup (Type 997) which comply with the technical specifications in these regulations shall be run in the Porsche Carrera Cup Scandinavia.

Vehicles of the type Porsche 911 GT3 Cup MY 2010-2013 (Class A) and Porsche 911 GT3 Cup MY 2005-2009 (Class B) are authorised (see 5.1.1 general vehicle description). The vehicles must comply with the technical specifications of these rules and appendix J (ISC of the FIA) of the International Sporting Code in full and must possess a valid registered SBF vehicle pass or the relevant documents of another ASN associated to the FIA.

A change of the vehicle must be declared by the entrant and approved by the organiser in writing.

Vehicles entered by "Porsche AG" may deviate from the technical regulations for development purposes.

3.8 Repair, affixing of seals and identification of vehicle components

These points are described in the technical regulations.

3.9 Documentation

The entrant and driver must ensure that all the necessary documents as set out in the organiser's rules of participation are submitted by the correct date and time for licence verification. Failure to comply with this requirement may result in exclusion from the event. The following documents must be submitted by the entrant/driver:

- Entrant's licence
- Driver's licence
- ASN confirmation, if applicable

The series organiser's information board serves as the official medium for announcements.

3.10 Technical scrutineering/technical controls

The following documents are to be submitted:

- Vehicle pass
- Certificate for roll cage

Prior to each event, all vehicles will be inspected by one or several Technical Scrutineers licensed by an ASN or SBF. The names of the Technical Scrutineers are stated in the Supplementary Regulations or Bulletins/PM of the actual event. The Technical Scrutineers may be provided by the promoter or deployed by the series organiser.

The vehicles and the drivers' safety equipment are to be shown to the Technical Scrutineers in perfect condition both technically aspects and visually during the stated inspection periods. The inspection periods are to be strictly adhered to. Vehicles that had an accident during the event are to be presented to the Technical Scrutineers of the entrant's own accord before taking part in the event again.

Any vehicle may be selected by the series organisers – in consultation with the Race Director – for a further technical inspection, including inspections outside the event venue.

Entrants and drivers shall at all times follow the instructions of the Technical Scrutineer regarding the checking and re-inspection of vehicles. The Technical Scrutineers are entitled to check any aspects of the competing vehicles at any time during the competition.

Once the technical scrutineering is completed, the vehicles may only leave the paddock with the permission of the series organiser. After returning the vehicles to the paddock, they must be presented to the Technical Scrutineers of the entrant's own accord.

After qualifying and the classification round, the vehicles are to be brought to the "Parc Fermé" directly. In the absence of any stipulations to the contrary, the "Parc Fermé" is in the organisers paddock. The route from the finish line to the "Parc Fermé" is subject to the "Parc Fermé" conditions. All cars must be driven by the relevant drivers in full racing gear to the "Parc Fermé" after the qualifying and classification round. Exceptions to this are the Technical Scrutineers and their assistants.

Changing an engine or a gearbox must be approved by the organiser in written form prior to the change.

It is not permitted to drive the race-vehicles on public roads.

3.11 Driver`s equipment

See Art. 4.4 of the technical regulations.

3.12 Advertising on driver's equipment

See attachment 2.

3.13 Advertising and starting numbers on the vehicle

See Art. 4.10 of the technical regulations.

The registered entrants/drivers will be informed of their starting numbers before the first race. The starting numbers remain the same for all classification rounds.

The drivers' names, national identification markings and starting numbers must be in place for the entire PCCS event. The size, type, quantity and positioning shall be determined by the series organiser and duly announced in the 2014 "sticker regulations" (attachment 3), in consultation with the PCCSO.

3.14 Running of the competitions

The competitions will be run according to the SBF General Regulations for Events held at circuits, unless nothing to the contrary is specified in the rules of the respective promoters.

Maximum speed in the pit lane

If the permitted maximum speed in the pit lane is exceeded during the race, "Drive-Through" penalties will be imposed. Drivers exceeding the permitted maximum speed during the free practice and qualifying sessions shall be fined SEK 100.00 for each km/h over the specified limit. The penalty must be paid to the respective ASN.

3.15 Free practice

For each event, a 30 minutes free practice session and a qualifying session are planned.

Should more entered/nominated drivers attend a single race event as authorised in the event's regulations, the series organiser can determine a ruling, which decides on the admission to the free practice and qualifying session for the championship round/rounds of the respective event.

The order of the cars in the pre-start is defined by the race results of the last championship round. For the first pre-start of the season, the order of the cars will be determined by a draw. Guest starters will be placed at the end.

3.16 Qualifying

For each event a qualifying session is held consisting of one section with a total duration of 20 minutes. The duration of the qualifying section will be announced within the timetable of the respective event.

All participants must qualify for the respective classification round. Admission to the classification rounds and the starting grid are dependent on the result of the qualifying session.

The maximum permissible number of contestants stipulated by the FIA or the respective ASN for the track concerned cannot be exceeded.

A driver can only be admitted to a classification round by participating in the qualifying session and achieving a qualifying time not exceeding 107% of the fastest driver in the qualifying session.

The Race Director may decide on the admission of non-qualified drivers in consultation with the Stewards, the Clerk of the Course and the series organiser, at the written request of the entrant/driver.

The decision on the final starting grid shall always lie with the Race Director in consultation with the Clerk of the Course. The order of the cars in the pre-start is defined by the results of the free practice session of the respective event.

At race events with 2 classification rounds, there will be only one qualifying session of 20 minutes. The drivers qualify for classification round 1 with the fastest lap in qualifying and for classification round 2 with the second fastest lap in qualifying of the respective event.

Starting grid

The starting grid for the first race will be determined by the fastest times achieved in the qualifying. The driver with the fastest qualifying time takes up the race from the first place on the grid. He/she is followed by the driver with the second fastest time, etc.

If one, or more than one driver has not set a lap time, they will be placed at the end of their corresponding group on the grid in the following order:

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

The starting grid for the second race will be determined by the fastest lap time set during Race 1. The driver with the fastest lap time takes up the race from the first place on the grid. He is followed by the driver with the second fastest time, etc.

Drivers whose lap times were cancelled by decision of the Race Director or the Stewards must in all cases start the race behind the aforementioned drivers.

For changing tyres on the grid: on display of the 3-minute signal at the latest, all competition vehicles must be standing on their wheels and must not be lifted again.

3.17 Start

The classification rounds are started as follows: standing start with staggered starting line-up (GP start).

3.18 Classification rounds

The Porsche Carrera Cup Scandinavia 2014 consists of 6 classification rounds held on circuits. The classification rounds run over a distance of approx. 42 km. In each case, this distance is converted into a certain number of laps for the classification round(s) and indicated for each event.

If the planned distance for the classification round has not been completed by the leading driver after 25 minutes, the leading driver will receive the chequered flag the next time he passes the finishing line. If a classification round is cancelled on account of force majeure, the series organiser reserves the right to reduce the number of classification rounds or to designate a replacement event.

3.19 Scoring/awarding of points

The winner of a classification round is the driver who has covered the specified distance with his vehicle within the shortest time, taking all penalties into account.

The winner of a classification round with regard to the awarding of points is the entered participant who has driven the specified distance with his vehicle within the shortest time, taking account of all penalties.

All participants starting the race will be classified in accordance with the number of laps of the circuit covered, providing that they have completed at least 90% of the distance covered by the winner. Those who have completed the same number of laps of the circuit are placed in the order in which they passed the finishing line the last time.

If the distance is shortened or the race is terminated prematurely and assuming that the race is not restarted, the participants are awarded points, provided that, at the time the race is stopped, the leader has covered:

- at least 75% of the planned race distance*, the participants shall be awarded = 100% of the classification points listed below
- at least 50% of the planned race distance*, the participants shall be awarded = 50% of the classification points listed below
- less than 50% of the planned race distance* = no classification points shall be awarded

* The laps of the circuit completed the last time the finishing line was crossed are counted.

All laps of the race circuit covered after starting the classification round shall be calculated to obtain the distance covered. The formation and cool down laps do not count towards this distance.

Awarding of points

Participants who satisfy the conditions for the allocation of points for their performance in the driver (A and B classification) and/or team ranking for the individual classification rounds shall be awarded the following points according to the order in which they are placed in accordance with the rules for driver (A and B classification)and/or team classification.

| | |
|------------------------------|------------------|
| 1st place | 25 points |
| 2nd place | 18 points |
| 3rd place | 15 points |
| 4th place | 12 points |
| 5th place | 10 points |
| 6th place | 8 points |
| 7th place | 6 points |
| 8th place | 4 points |
| 9th place | 2 points |
| 10th place | 1 points |

There will be additional points awarded for:

Fastest in Qualifying to the first race: 1 extra point

Fastest lap time in the first race: 1 extra point

Fastest lap time in the second race: 1 extra point

Driver classification

A and B Classification

All the results - separately for the A and B classifications - of the individual classification rounds are taken into account for the rankings at the end of the season. There shall be no void results. The winner of each classification is the entered driver with the highest total score of all classification rounds. The winner of the 2014 Porsche Carrera Cup Scandinavia is the entered driver with the highest total number of points from all the classification rounds.

Where an equal number of points are obtained by more than one driver, the decisive criterion shall be the number of first places, then second places and finally the places achieved from all classification rounds of the PCCS 2014. If, after this rule has been applied, the number of points is still equal, the better result in the final classification round shall decide the winner.

With regard to the allocation of points to drivers for ranking purposes, a change of team and a change of vehicle are possible, provided that the vehicles involved have been entered.

3.20 Prize money

No prize money will be used in 2014.

3.21 Title

The driver with the highest total number of points in the A classification after all classification rounds in the PCCS 2014 will be awarded the title:

„Porsche Carrera Cup Scandinavia 2014 Champion“

3.22 Test restrictions

For teams and drivers entered in the PCCS, there is no test ban used for 2014.

3.23 Special provisions

Drivers' briefing

A drivers' briefing is held before every classification round. It is mandatory for all drivers to attend this briefing. In the event of a driver failing to attend or arriving late, a fine to the amount of at least SEK 500.00, payable to the relevant ASN, shall be due. This amount is to be paid to the ASN (SBF) before the start of the next race.

Pre-start

The pre-start is the line-up of all vehicles before entering the circuit for the free practice, qualifying and classification rounds. All cars must be driven from the team awning to the official pre-start by the relevant driver. The series organiser announces any potential exceptions before the beginning of the respective event. All drivers must be ready in full racing gear in their team awning at the time indicated in the timetable. Should a participant not be ready in time he has no right to take part in the relevant session.

Paddock

The image of the racing series and the participating teams must comply with a professional standard at all times. In exceptional cases, the series organiser reserves the right to restrict the length of the awning to the length of the trailer. This needs to be considered when planning for the tents.

Only the team trucks shall have access to the PCCS paddock. Small trucks and trailers shall only have access to the PCCS paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles shall not have access to the PCCS paddock at any time. Unless decided otherwise by the series organiser, it is permitted to start dismantling the paddock after the last round of the day has started.

Obligation for publications and podium ceremony

All drivers, irrespective of the nationality of their licence, shall retain the nationality of their passport for podium ceremonies and for all publications.

During the entire podium ceremony, except for the time during which the national anthems are being played, the drivers on the podium must leave the caps of the tyre manufacturer on their heads.

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

3.24 Protests and appeals

Protests and appeals shall be covered by the National Sporting Code of the SBF.

3.26 Liability renunciation

With the submission of their entry, applicants and drivers waive the right to any form of claims for damages arising in connection with the event, specifically against

- Porsche AG, its representatives, sponsors and suppliers,
- the SBF, the SBF's member organisations, its presidents, organs, CEO, General Secretaries,
- the SBF, the organising clubs, the legal representatives of these associations, the promoter/series organiser
- the event organiser, their marshals and circuit owners
- administrative authorities, racing services and all other persons involved in the organisation of the event
- the highway construction authorities, as far as any damage is caused by the condition of the highways and accessories used for the event and
- the vicarious agents and officers of all of the aforementioned persons and organisations,
- except for damages arising from injury to life, body or health, which are caused by an intentional or negligent breach of duty - including by a legal representative or a vicarious agent of the aforementioned category of persons for whom a liability renunciation has been declared – and except for statutory claims under the Product Liability Act other damages caused by a deliberate or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the aforementioned category of persons for whom a liability renunciation has been declared; against
- the other participants (applicants, drivers, passengers) and their assistants, the owners, and proprietors of the other vehicles,
- the applicant himself, the driver(s) and passenger(s) themselves (specific agreements to the contrary between the applicant, driver(s) and passenger(s) take priority!) and their own assistants.
- They agree to waive all claims of any sort for damages arising in connection with the racing competition (untimed/timed training, warm-up, race), the training slaloms and assessment heat(s) except for damages arising from injury to life, body or health, which are caused by an

intentional or negligent breach of duty - including by a legal representative or a vicarious agent of the aforementioned category of persons for whom a liability renunciation has been declared – and except for other damages caused by a deliberate or grossly negligent breach of duty – including by a legal representative or a vicarious agent of the aforementioned category of persons for whom a liability renunciation has been declared.

- This liability renunciation comes into force for all participants at the moment the entry registration is submitted.
- This waiver of liability applies to claims on any legal grounds, specifically with regard to claims for damages due to both contractual as well as non-contractual liability, and also with regard to claims in tort.
- Tacit liability renunciations remain unaffected by the above liability renunciation provision.
- Furthermore, the disclaimer in the “application for entry” and/or the “application for guest entry” for the PCCS 2014 must be signed by the entrant and the driver.

3.27 Indemnity against claims of the vehicle owner

(1) If the competition vehicle is not owned by the applicant entrant or the driver, then they must ensure that the owner of the vehicle hands in the waiver of liability declaration printed on the entry form.

(2) If the aforementioned declaration is not signed by the owner of the vehicle, the competitor and the driver release all persons and organisations mentioned in Item 3.25 from any claims by such owner of the vehicle, except for damages arising from injury to life, body or health, which are caused by an intentional or negligent breach of duty - including by a legal representative or a vicarious agent of the aforementioned category of persons for whom a liability renunciation has been declared - and except for other damages caused by a deliberate or grossly negligent breach of duty - including by a legal representative or a vicarious agent of the aforementioned category of persons for whom a liability renunciation has been declared.

(3) This release refers to damages arising in connection with the racing competition (untimed / timed training, warm-up, race) for claims against other participants (applicants, drivers, passengers), their assistants, the owners and proprietors of the other vehicles, the applicant himself, the driver(s) and passenger(s) themselves (specific agreements to the contrary between the applicant, driver(s) and passenger(s) take priority!) and their own assistants. For claims against other persons or organisations, the release refers to damages arising in connection with the event as a whole.

Tacit liability renunciations remain unaffected. Furthermore, the conditions regarding the car owner’s waiver according to the SBF/STCC event rules apply.

3.28 Responsibility, changes to the rules of participation, cancellation of the event

(1) The participants (entrants, drivers, team members, vehicle owners and keepers) take part in the racing events at their own risk. They shall bear the sole responsibility under both civil and criminal law for any damage caused either by themselves or by the car used by them in all cases insofar as no liability waiver has been agreed in accordance with these rules of participation.

(2) The series organiser reserves the right to make any changes to the rules of participation which may be necessary as a result of force majeure, for safety reasons or due to changes ordered by the authorities, or to cancel the event or individual competitions if necessary as a result of extraordinary circumstances, without assuming any obligation to pay compensation, with the exception of cases involving intent or gross negligence. The organiser shall be otherwise liable only if no exclusion of liability has been agreed as a result of the rules of participation and the nomination.

3.29 Text of authoritative rules

Only the Swedish text approved by the SBF is binding.

3.30 Acceptance of the rules

By signing the “application for entry” or the “application for guest entry”, each entrant and driver participating in the PCCS acknowledges these rules together with the SBF/STCC regulations and the International Sporting Code of the FIA with appendices, as well as the rules of participation of the respective promoters.

If required during the season, the PCCS rules and the corresponding rules of participation may be supplemented and/or amended, after obtaining authorisation from the SBF/FIA. Such supplementation or amendments are to be provided in writing, for example in the form of a bulletin.

3.31 Place of jurisdiction

As regulated in the SBF regulations

3.32 Advertising and television rights

All copyright and rights to images are held by PCCS, including images taken from television broadcasts of the PCCS

All television rights for the PCCS for both terrestrial broadcasting and cable and satellite television broadcasts, all video rights and all rights for exploitation by all electronic media, including the Internet, are held by PCCS and the series organiser. All manner of recording, broadcasting, repetition

and reproduction for commercial purposes without the written permission of PCCS and the series organiser shall be prohibited.

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

3.33 Sports penalties

At the individual events, the Race Director is responsible for imposing sports penalties on the participants in accordance with the regulations in the SBF Sporting Code.

In addition to the cases listed in the SBF Sporting Code and other regulations, the following circumstances or offences may always be punished by refusing permission to, or excluding a participant from, the event:

- Failure to meet the prerequisites for participation
- Non-compliance with these rules
- Advertising for brands that compete with the sponsors of the series
- Unfair behaviour
- Failure to comply with the instructions of the series organiser
- Refusal to undergo a vehicle check that has been ordered

If a sports penalty is imposed, the costs for any special examinations shall be at the expense of the entrant.

The fact that penalties have been imposed by the Race Director does not rule out more extensive penalties by the relevant ASN or its sports disciplinary body. These disciplinary bodies shall also be entitled to disallow points won in PCCS races.

In the case of disqualification, the points gained and the prize money for the relevant classification round shall be forfeited.

In the event of exclusion from participating further in the series, all points and prize money won up to that point shall be forfeited. The following participants do not move forward.

In order to start in a classification round, all penalties from the previous round must be cleared.

3.34 Function of the Race Director

The Race Director is given the total delegation by the the Clerk of the Course in order to run the PCCS-class at the specific events. The Race Director shall work in permanent consultation with the Clerk of the Course. The Race Director have the overriding authority over the Clerk of the Course in the following matters:

- The control of practice, qualifying and the race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Clerk of the Course to modify the timetable of the supplementary regulations;
- The issue of information to the drivers and teams is required through event bulletins;
- The infliction of classification penalties;
- The stopping or interruption of practice and qualifying sessions or races for safety reasons;
- The whole starting procedure;
- The handling of an eventual restart;
- Drivers' briefings;

3.35 Rights of the event organiser and the organiser of the series

The SBF, the series organiser and the event organiser reserve the right to make any changes to the rules of participation and the rules as a whole that may be required as a result of force majeure, for safety reasons or due to changes ordered by the authorities to maintain the equality of opportunity or the attractiveness of the series of races.

Obvious errors in the rules may be corrected at any time. Changes to the rules require the agreement of the SBF.

Regulations may be imposed in writing by the series organiser and the Technical Scrutineer in consultation with the SBF or the responsible Clerk of the Course.

Individual race events may be relocated or cancelled subject to the agreement from the PCCS concerned and from the SBF as far as the calendar is concerned.

3.36 Effectiveness of the provisions

If one of the above provisions should be invalid, this shall not affect the validity of the remaining agreements.

4. Technical regulations

4.1 Overview of the participating groups/classes

Not applicable – one-make cup without group/class classification

4.2 Basis of the technical regulations

- Appendix J (Articles 251-253 ISC of the FIA)
- General provisions, definitions and clarifications regarding the technical regulations.
- These technical regulations.

4.3 General/preamble

With the exception of the provisions expressly listed in these regulations, all additional measures shall be prohibited, unless the series organiser issues provisions (in consultation with the DMSB and SBF) which allow or require further changes or deviations.

Allowed changes must not result in any infringements of the rules or any changes that are not permitted.

4.4 Driver`s equipment

Drivers must wear the following items:

- Overalls in accordance with FIA Standard 8856-2000
- Underwear (with long arms and legs) in accordance with FIA Standard 8856-2000
- Balaclava in accordance with FIA Standard 8856-2000
- Socks and shoes in accordance with FIA Standard 8856-2000
- Gloves in accordance with FIA Standard 8856-2000
- A helmet including HANS clips in accordance with FIA regulations

Frontal Head Restraint System (FHR; as HANS or comparable system)

The use of an FIA approved FHR System in accordance with FIA list no. 29 is compulsory for all classification rounds and events within the championship as well as for all classification rounds outside the championship which are organised according to these rules.

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the vehicle in accordance with the manufacturer's instructions, lies solely with the participant. The respective certificate of the manufacturer is to be presented at the technical scrutineering.

Drinking system

A drinking system without an electric pump may be used. Prior to the installation it has to be approved by the Technical scrutineer and the organiser.

Cooling system

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

4.5 General regulations

Permitted modifications and built-in components

Work may be carried out within the normal scope of vehicle maintenance or for the purpose of replacing parts damaged as a result of wear or accidents.

Modifications and built-in components are only allowed within the scope defined below. Parts damaged as a result of wear or accidents may only be replaced by genuine Porsche parts, which are dedicated to the Porsche 911 GT3 Cup MY 2005-2013.

The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is prohibited. In isolated cases, such components may be authorised in writing by the series organiser. Standard fastening components on the complete vehicle, such as nuts, bolts, washers, spring rings, spring washers and split pins, may only be replaced by genuine Porsche parts. In the case of threads, the thread type, size and pitch (e.g. M8x1.25) are to be retained.

4.6 Vehicle weight and ground clearance

4.6.1 Minimum weight and vehicle weighing

At no time during an event must the weight of a vehicle be less than the mandatory minimum weight.

The minimum weight of the vehicle including the driver weight is

My 2010 – 2013 1295 kg.

My 2008 – 2009 1275 kg.

My 2005 – 2007 1245 kg.

The minimum weight must also be observed with an empty fuel system and the levels of operating liquids under minimum level.

The technical scrutineers specify a weigh scale for the checking of the minimum weight. It is referred to here as the “official scale”. The official scale is located in the technical scrutineering tent or in a respective pit. This is also the weighing area.

The installation of ballast is permitted. Only original Porsche ballast components must be used. The ballast must be positioned in the designated fixing points in the position of the passenger seat according to the illustration in attachment 6. The components of the balance weights have Porsche part numbers(Part number 997.504.848.00/997.504.848.01/997.848.504.848.02).

Weight changes during qualifying and race

During the qualifying practice, the weight of the vehicle can only be altered by:

- Changing from slick tyres to wet tyres or vice versa;
- Consumption of used materials and fluids.

During a classification round, the weight of the vehicle can only be altered by:

- Changing from slick tyres to wet tyres or vice versa;
- Consumption of used 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 must, under no circumstances, weight be added to the vehicle.

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

Participants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale nominated by the scrutineer. The times and the maximum duration for each of these checks will be communicated to the participants prior to each event.

Personal protective driver equipment during weighing

During the weigh-in, 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 vehicles

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

The vehicles are weighed as follows:

Weighing of vehicles is carried out regularly on the official scale. During the free practice and qualifying practice weighing can also be done on the scale of the SBF/STCC, which is located stationary in the pit lane. Any differences between these scales are taken into account by the Technical Scrutineer. If the weighing on the SBF/STCC scale – taking tolerances into account - indicates that the vehicle might be found underweight on the official scale, the vehicle, the driver and his/her protective equipment must again be weighed following the SBF weighing policy on the official scale which has been designated by the scrutineer.

Only the result of this weighing is to be taken into consideration and is binding. If a driver is given the signal that his vehicle is selected for weighing, he must take the shortest route possible to the weighing area/SBF scale and turn off the engine.

The vehicle will be weighed with the driver. The driver or a team member will receive confirmation of the measured vehicle weight. During weighing the driver must not move in any way as to influence the weighing result.

If a vehicle 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 scrutineers can assign other persons for this purpose.

Failing lower than minimum weight

If during the weighing procedure the vehicle is found to be lighter than the currently applicable minimum weight for this vehicle, the vehicle and the driver will immediately be weighed again and immediately for a third time on the same scale and in the same condition. The maximum value of these three weigh-ins is regarded as the actual weight of the vehicle.

Measuring tolerance

A measuring tolerance of 2 kg is applied on the measured weight. The tolerances of the scale used are not taken into consideration. The weighing result is a decision taken by a judge of fact.

Leaving the weighing area

Without the consent of the scrutineers, the driver is not permitted to leave the weighing area and is not allowed to be removed.

Parc Fermé rules for vehicle weighing

Vehicles, which are specified for weighing, are subject to Parc Fermé regulations. It is forbidden to add or remove any substance to/from the vehicle after it has been selected to be weighed. The same applies during the weighing process or after the end of the classification round. Excluded are actions of the Technical Scrutineers.

Weighing in below the minimum weight

Falling below the minimum weight in the qualifying session will be penalised with the cancellation of the time achieved by the driver concerned. The driver is allowed, however, to take up the race from the last place on the starting grid. Falling below the minimum weight in the championship race will result in exclusion from the points' classification for the race.

It is the entrant's responsibility to ensure that the race vehicle entered by him/her can be brought directly onto a weigh scale indicated by the sports marshals or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the vehicle from the moment of the order until the termination of the weighing process.

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 vehicle are those expressly permitted by the aforementioned persons. If a vehicle is not presented for weighing despite a request, the Technical Scrutineers will inform the Race Director.

Sealing the additional weights

The additional weights in the front passenger area will be sealed by the scrutineers. Under no circumstances shall vehicles compete without the intact seals. If a seal is damaged during an event, this must be reported immediately to the scrutineers. This must be done within one hour after the opening of the Parc Fermé.

If a seal is damaged outside of an event, at least one scrutineer or the PCCSO must be informed immediately upon discovering the damage.

If a seal has to be removed for repairs, at least one scrutineer or the PCCSO must be informed in writing before the seal can be opened. The seal may be opened only after written approval by a scrutineer.

4.6.2 Ground clearance of vehicle

The minimum ground clearance of the ready-to-drive vehicle (with the driver in the vehicle and slick tyres in accordance with Article 5.7, at 2.0 bar \pm 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time of the racing event.

For the entire duration of the racing event the ground clearance of the front axle is to be a minimum of 68 mm and the clearance at the rear axle a minimum of 112 mm. The measuring points (see attachment 2) at the front axle are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface and the machined, in driving direction rear surface on the side section of the rear axle in relation to the reference surface. The ground clearance may be changed within the existing adjustment range.

Measuring point forward is outer/front securing bolt (M14x120) that keeps the control arm.

For the purpose of setting the measuring point on the front axle, a washer with thickness 8 mm obtained from PCCSO and can not be purchased by Porsche AG and it is the participant's responsibility to be fitted during the race weekend (attachment 2). This results in the minimum ground clearance at the front axle of 68 mm.

Measuring method

The minimum ground clearance of the ready-to-drive vehicle 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 vehicle including the driver onboard standing on the measuring plate. If the measuring gauges can be moved under the measuring points described above, this confirms compliance with the minimum height requirement. Any measuring tolerances will be regarded by the technical scrutineering. Verification of the vehicle ride height can also be done with Porsche AG measuring wheels. The technical scrutineers can also use instruments like callipers or a depth gauge to determine the vehicle height instead of a gauge.

Changing the ride height by altering the adjusting nuts on the struts is not permitted during qualifying.

Measurement location

The measurement is conducted on the measurement plate at the 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.

4.7 Engine capacity factor for turbocharged engines

Not applicable.

4.8 Emissions regulations

The current SBF emissions regulations are to be observed. The vehicles must be equipped with a catalytic converter in accordance with the SBF exhaust emission specifications.

4.9 Noise regulations

At events sanctioned by SBF, PCCS will follow the noise-regulation of SBF (95 dB flyby), the limit for the main event shall apply.

4.10 Advertising regulations and starting numbers on the vehicle

With due regard to the FIA/SBF/STCC/PCCS regulations on starting numbers and advertising on vehicles, the specified advertising labels, logos, drivers' names and starting numbers as specified by the series organiser must be affixed to all competing vehicles during PCCS free practice, qualifying and competition rounds. The size, type, quantity and positioning are stipulated and announced in the 2014 "sticker regulation". The "sticker regulation" is agreed with the SBF.

The 2014 "sticker regulations" is part of these rules (attachment 3). Any breaches of these regulations may result in the participant concerned being excluded from classification. All surfaces that are not occupied as specified in the "sticker regulation" shall be 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.

Vehicles of a team with virtually identical liveries must have clearly different wing mirror colouring. The colour of the mirrors used to identify the vehicle must be retained throughout the entire season.

Advertising on the vehicle for manufacturers, who are competitors of Porsche AG and PCCS-series sponsors, is prohibited. The series organiser and PCCS sponsors shall acquire all rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

In principle, Teams must not enter into a partnership with any company which either competes to official partners of Porsche AG, PCCS and/or cooperation partners or is a party in a legal dispute with Porsche AG or any affiliated company of Porsche AG. Therefore, Teams are obliged to notify Porsche AG of any potential partnership in advance. Porsche AG may object to the entering into a partnership provided the potential partner belongs to one of the two above mentioned categories.

4.11 Safety equipment

The vehicles must feature the following safety equipment. Group N safety regulations apply. Exception: "Door retaining nets recommended". Unless indicated to the contrary, the articles stated refer to the current attachment J (ISC of the FIA).

Roll cage

The welded roll cage with DMSB certificate No. 23-28/67-S and the associated 5-digit serial number are compulsory and must not be modified.

Fire extinguisher

As standard, a fire extinguishing system is installed which satisfies the regulations in attachment J (Article 253.7 ISC of the FIA). The fire extinguishing system and the installation position specified by the factory must not be changed.

Towing lugs

The towing lugs delivered with the vehicle in accordance with regulations must be properly fitted for the duration of the event and marked in yellow, red or orange.

Seat

Standard seat with FIA homologation in accordance with FIA Standard 8862-2009 (according to article 5.8).

Safety belts

A FIA-homologated 6-point seat belt complying with FIA Norm 8853/98, manufactured by SCHROTH, is to be used. The Frontal Head Restraint System, used in accordance with point 4.4 of these requirements, must be compatible with the seat belt.

Circuit breaker

A circuit breaker in accordance with attachment J (Article 253.13 ISC of the FIA) is to be used.

4.12 Fuel

It is only permissible to use the ASPEN nominated fuel. Only this fuel may be used for the duration of the event.

The Technical Scrutineer shall be entitled to take fuel samples from a participant's vehicle at any time during the event. At any time of the event until the end of the protest deadline, the participant must ensure that a minimum amount of 3 litres of fuel can be taken from the vehicle's fuel borrow area in the engine bay. These samples must be identical to the reference fuel taken from the petrol pumps designated above.

All additives are prohibited. Refuelling during free practice, qualifying and the classification round is forbidden. All chemical or thermal changes to the fuel are forbidden.

The fuel temperature may at no time be less than the lowest outdoor air temperature of the last 24 hours.

4.13 Definitions

In addition to the definitions in the “General regulations, definitions and clarifications regarding the technical regulations” the definitions set out in attachment J (Article 251 ISC of the FIA) shall apply.