

**PORSCHE**

**CARRERA CUP**  
FRANCE



Porsche Carrera Cup France

## **2020 General Rules and Regulations**

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# Part 1: Sporting Regulation

## 1. Introduction

The 2020 Porsche Carrera Cup France, herein after called the Serie, is organized by Porsche France which entrusted ORECA with the technical, marketing and logistics organisation, in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the FFSA. It will be run in conformity with these Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 277).

All matters omitted in the present rules and regulations shall be ruled by the International Sporting Code, the general provisions of the FFSA, the standard regulations for asphalt tracks, or provisions stated in the specific rules and regulations for each event.

The 2020 Porsche Carrera Cup France consists of 5 events with two races each and 1 event with one race, for a total of 11 races.

The six meetings of the 2020 calendar will lead to a general classification also called overall ranking and including all competitors. There will also be four other classifications:

- Pro-Am
- Am
- Rookie
- Teams

The Porsche Carrera Cup France is being supported by the following companies\*:

- MICHELIN Compétition
- EXXON MOBIL 1
- SCANIA
- RS MAGAZINE
- HUGO BOSS

\*Subject to change



## 2. Organisation

### 2.1 Series Organiser

Porsche France has entrusted ORECA with the 2020 Porsche Carrera Cup France's organisation. The Organizing Committee consists of members of both Porsche France (CEO, Marketing Director and Motorsport Manager) and ORECA.

### 2.2 Name of the parent ASN

All the races are registered in the NPEA calendar of the FFSA - Fédération Française de Sport automobile (open to foreigners).

### 2.3 ASN Visa/Registration Number

These rules and regulations have been registered with the FFSA, under the organisation permit **IS/3-2020**.

### 2.4 Name of the organiser/promoter, address and contacts

#### Porsche France

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Product & Motorsport Manager

Porsche France

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#### ORECA

##### Laurie Gautier

Porsche Carrera Cup France Manager

Groupe ORECA

Siège Social Signes

83030 Toulon

Tel : + 33 (0) 4 94 88 98 21

Mail : [lgautier@oreca.fr](mailto:lgautier@oreca.fr)

## 2.5 List of Officials

Race director: Alain Adam & TBA

Chairman of the Stewards: TBA

## 3. Regulations and legal basis of the series

The Series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- FIA General Prescriptions on circuits
- FFSA Track Regulations
- Anti-Doping Agency (NADA Code/WADA Code) national and international anti-doping rules and FIA Anti-Doping Regulations
- Regulation of each track where the Porsche Carrera Cup France is going
- 2020 Sporting and Technical Regulations of this Series and modifications or supplements (bulletins)
- The "Application for registration", the "Application for Guest Entry" or the "Application for Substitute Driver" signed by the entrant/driver
- FIA Code of Ethics and Code of Behaviour and Porsche Carrera Cup France's Code
- Supplementary event regulations including modifications and supplement issued by the event organisers or the stewards of the events

### 3.1 Official language

Only the French regulations of the Porsche Carrera Cup France approved by the FFSA prevail.

### 3.2 Responsibility, changes to the rules of participation, cancellation of the event

(1) The participants (applicants, drivers, passengers, vehicle owners, team members, registered keepers and team guests) attend and take part in the event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the vehicles used by them, as far as no exclusion of liability has been concluded.

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

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

Obvious errors can be corrected at every time. The FFSA agreement is mandatory to modify any part of the regulation. Regulations can be imposed in written by the series organiser and the technical scrutineer with FFSA agreement or official event's stewards.

The FFSA, the event organiser and the Series organiser reserve the right to relocate the event or individual race events for the above reasons, subject to approval by the ASN concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in such cases.

### 3.3 Porsche Carrera Cup France code of conduct

The Porsche Carrera Cup France is a racing series characterized by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the Porsche Carrera Cup France (participants, teams with all employees and team members, drivers, officials, organisation) make a significant contribution to how the Series is perceived – both internally and by the general public – and to the atmosphere in the Porsche Carrera Cup France through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Porsche Carrera Cup France, as well as the esteem in which the Series and its participants are held by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants and is intended to avoid risk factors.

For this reason, all those involved agree to acknowledge the philosophy of the Porsche Carrera Cup France and to comply with the rules of conduct of the Series.

Both on and also adjacent to the racetrack, all those involved will:

- Treat the other participants, officials and organisers respectfully,
- Follow the laws and the rules of the sport, and exemplify and promote fairness and the rules of conduct,
- Neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e.g. press releases, posts in social media, etc.
- Always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- Use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal,
- Always comply with the purpose of the sport,
- Point out to other people who are involved if their conduct is not characterized by fairness, sportsmanship, respect and tolerance,
- Cooperate with all other persons involved so as to develop and improve the Series and its status further on a continuous basis.

Participants who are found to have committed one or more of the following may be disqualified from the Series:

- Failed to comply with the rules of conduct
- Breached any of the Regulations,
- Drawn attention to themselves through unsporting behaviour on and adjacent to the track,
- Expressed themselves about or behave in a disrespectful way towards other participants, officials, organisers, etc.,
- Ignored the specifications, instructions, meetings of the Series organisation and/or other official bodies in the context of the organisation and holding of an event,
- Ignored agreements that have been reached (including between teams and drivers) and do not meet obligations of performance,
- Did not act in the interests of the sport and/or the recognizable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged,
- Brought the Series into disrepute.

These participants may therefore be disqualified from the Porsche Carrera Cup France. The decision will be taken by the Series organisation. Any decision of the Stewards regarding the above is not subject to Appeal.

Where a fine is imposed, continued participation in the Series may not be permitted until any fine imposed is paid in full.

## **4. Entries**

### **4.1 Registrations and entries, entry closing date and obligation to participate**

Porsche Carrera Cup France entries are based on an invitation system. However, to be allowed to compete in the 2020 Porsche Carrera Cup France, the entering team and/or driver must submit an 'Application for Entry' to the organiser by **June 20<sup>th</sup>, 2020**. It obliges the driver to participate to all races of the championship with a register vehicle (classification "Pro" / "Pro-Am" and "Am").

The series organiser reserves the right to accept entries that arrive after this date.

Each competitor (Team) can enter a maximum of four cars, excluding guest drivers. If a competitor (Team) wishes to engage beyond 4 cars, he must have a different competitor's license for additional cars.

The competitor (Team) who engages more than 2 cars must designate a maximum of 2 cars before each event to score points in the Team Classification. This designation must be made by the team manager during the administrative checks of each meeting.

To score points in the Team Classification, each team will have to enter their cars under their "Competing" license.

The application, fully filled in and signed, must be sent to the following address:  
(Check or bank transfers must be made payable to Porsche France.)

**ORECA**

Porsche Carrera Cup France

**Laurie Gautier**

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With the submitted "Application for Driver Entry" the driver must specify if he wishes to participate in the "Pro", "Pro-Am" or "Am"-classification. The "Application for Driver Entry" must be signed by the driver and the entrant.

## **4.2 Category**

### **4.2.1 Pro / Pro-Am / Am Classifications**

The Championship will have three categories (each, a "Category", and "Categories" shall be construed accordingly):

- Pro (Professional)
- Pro-Am (Professional Amateur)
- Am (Amateur)

Any individual interested in participating in the Championship as a driver shall indicate on their Registration Form the Category in which they believe they should participate.

Porsche will review each individual's selected Category and decide whether to accept that selection. The criteria applied by Porsche in making this decision will include the potential driver's "sporting spirit", past performances, professional profile, age and any other criteria that Porsche will consider useful to consider.

"Pro-Am" and "Am" drivers are allowed to share a car during the season but not during a meeting (the format : one free practice session, one qualifying session and one race for each driver during a meeting in not allowed – each session can't be share). Drivers must be in the same category to share the car.

"Pro" drivers are not allowed to share their car during a meeting.

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

Switching categories after the series organiser decision is not possible.

### **4.2.2 Rookie Classification**

A "Rookie" is a driver contesting his first season in the Porsche Carrera Cup France and has not participate in more than 3 races of any Porsche Carrera Cup, GT3 Cup Challenge and/or Porsche Mobil 1 Supercup before the first race of the Porsche Carrera Cup France 2020 season.

The maximum age for participation in the Rookie classification is 26 years old (counting the year the driver turns 26) on January 1<sup>st</sup>, 2020. The winner of the Rookie classification is the driver with the highest total number of points of all classification rounds.

### **4.2.3 Substitute drivers**

Substitute drivers can apply to compete at individual race events by filling the "Application for Substitute Entry" until 7 days before the meeting at the Porsche Carrera Cup France Organisation.

Substitute drivers may only participate with a permanently entered car under an already existing starting number in the championship. This restriction may be removed at the discretion of the Series Organiser.

Substitute drivers will score points according to their results and they will be eligible for prize money during the first 3 meetings of the season except for the two last meetings (races 7 – 8 – 9 – 10). During the last two meetings the substitute drivers will not score point, but they will be eligible for prize money.

#### **4.2.4 Guest drivers**

Guest drivers can apply for participation in race events at the latest two weeks prior to the relevant event using an "Application for Guest Entry" which must be sent to –the Porsche Carrera Cup France Organisation. For each participation, this document will be asked to the competitor, without this one the competitor can't take part in the meeting.

The driver participates with a non-registered car that does not have an existing start number 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.

Guest drivers will not be awarded points and prize money but may participate in any podium ceremonies as applicable.

The Porsche Carrera Cup France may allow both guest starters and substitute drivers to participate in the respective events, providing that the said starters and drivers satisfy the conditions pertaining to the rules of participation.

The Porsche Carrera Cup France committee reserves the right to field a guest starter under the application of 'Porsche Carrera Cup France'.

Participants who have been accepted will receive a written confirmation of their entry or guest entry.

The series organiser reserves the right to refuse any "Application for Entry" without any clear justifications.

Entrants cannot directly submit and register their entry with the event's organiser.

Furthermore, the entrant/driver agrees that Porsche AG has access to the reports and documents of the Technical Scrutineers at all times.

The series organiser also reserves the right to permit additional entries to the individual classification rounds.

Should one of the named participants not take part in a classification event, that driver must notify the series organiser about their absence in writing 48 hours at the latest before the start of license and technical verifications. The relevant ASN may penalize a failure to comply with this deadline.

#### **4.2.5 Driver transfers between teams**

A driver may transfer from one team (competitor) to another during the season but only one time.

Any driver wishing to transfer to another team (competitor) must complete an "Application for Driver Entry" form and submit it to the Series Organiser.

#### **4.2.6 Replacement of cars**

A team (competitor) may not replace a car that has already been entered and allocated a start number, unless the car has suffered significant or irreparable damage at a preceding event or during an event. The competitor must make written application to the Series Organiser seeking permission to enter a replacement car and it shall be at the sole discretion of the Series Organiser whether to accept or reject the application.

#### **4.2.7 Commitment to participate**

##### **Competitor obligation:**

Upon registration, all entrant and drivers undertake to participate with each registered vehicle in all races of the Series in 2020 without exception.

##### **Failure to participate:**

An entrant/driver registered for all season who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser as soon as possible, stating any mitigating reasons.

The Series Organiser may accept a request for non-participation from an entrant and/or driver. Any failure to inform the Series Organiser or to submit any mitigating reasons may automatically be deemed a contravention of these Regulations. Failure to participate may result in a fine of at least EUR 4,000 per vehicle per meeting, unless the Series Organiser has previously received and accepted a request for non-participation from the entrant and/or driver. The Stewards of the Event shall decide whether or not the entrant and/or driver shall be subject to a penalty.



### 4.3 Entry fees

The entry fees\* (based on the five rounds of the championship) costs 15 000€ (ex-VAT) up to June 20<sup>th</sup> of 2020.

	Advantage	Price
1 <sup>st</sup> et 2 <sup>nd</sup> cars	Entry fee: 100%	15 000€ ex-VAT each cars
3 <sup>rd</sup> car	Entry fee: 50%	7 500€ ex-VAT
4 <sup>th</sup> car	Entry fee: 25%	3 750€ ex-VAT
5 <sup>th</sup> car and more	Entry fee: 100%	15 000€ ex-VAT each cars

After this date the entry fees will be 16 500€ (ex-VAT).

	Advantage	Price
1 <sup>st</sup> et 2 <sup>nd</sup> cars	Entry fee: 100%	16 500€ ex-VAT each cars
3 <sup>rd</sup> car	Entry fee: 50%	8 250€ ex-VAT
4 <sup>th</sup> car	Entry fee: 25%	4 125€ ex-VAT
5 <sup>th</sup> car and more	Entry fee: 100%	16 500€ ex-VAT each cars

The entry fee includes:

- Entry for one vehicle for the five meetings of the championship
- 6 paddock passes per event per car
- 6 pitlane passes per event per car
- 4 parking passes per event per car
- Free practices fees, ASN rights, boxes fees and transponders if concerned
- 1 2020 Porsche Carrera Cup France official racing suit

\*Registration fees cannot be split or refunded.

### 4.4 Competition Numbers

The competition number of the car will be communicated to the team/driver before the first race. Each car will keep the same number for the entire season of the Porsche Carrera Cup France 2020.

## 5. Licences

### 5.1 Required grade of license

#### - Drivers

Drivers holding a valid International applicant's and driver's license for 2020 issued by the FFSA or by another FIA-affiliated ASN, of Grades

- ☒ A, ☒ B, ☒ C, ☐ D, ☐ Historical

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

#### - Entrants

Each car entering a full season or single race of the Porsche Carrera Cup France requires the registration of an entrant license (Team). In the case of a combined driver/entrant license one of the drivers on a car may be registered as the official entrant. In case of separate driver and entrant licenses a separate valid ASN supplied entrant license needs to be registered.

#### - Guest starters

See 4.2.4.

#### - Age rules

Not applicable

### 5.2 Conditions for competitors outside their national territory

Foreign applicants/drivers require the approval of their own ASN in compliance with article 3.9.4 of the ISC excepted if their license clearly state all FIA-approved competition entering is allowed and for which the license is valid.

For events with the status International, the FFSA license holders and license holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

## 6. Insurance, Liability Exclusion and Disclaimer

### 6.1 Organiser's/promoter's insurance

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

### 6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability, disclaimer of the car owner

In accordance with FFSA Regulations.

## 7. Events

### 7.1 Calendar of events\*

The 2020 Porsche Carrera Cup France consists of 10 races which will be scheduled as follows:

Tests Magny-Cours		September, 10 <sup>th</sup>	Optionnal
<b>Magny-Cours</b>	<b>FFSA GT</b>	<b>September, 11<sup>st</sup>-13<sup>rd</sup></b>	<b>2 races</b>
<b>Le Mans</b>	<b>FIA WEC</b>	<b>September, 17<sup>th</sup>-19<sup>th</sup></b>	<b>1 race</b>
Tests Paul Ricard		October, 1 <sup>st</sup>	Optionnal
<b>Paul Ricard</b>	<b>FFSA GT</b>	<b>October, 02<sup>nd</sup>-04<sup>th</sup></b>	<b>3 races</b>
<b>Spa-Francorchamps</b>	<b>GT OPEN</b>	<b>October, 16<sup>rd</sup>-18<sup>th</sup></b>	<b>2 races</b>
<b>Barcelone</b>	<b>GT OPEN</b>	<b>30<sup>th</sup> Oct-1<sup>st</sup> Nov</b>	<b>2 races</b>

*\*Subject to change*

All the races are registered as "national event" NPEA of the FFSA or another ASN, or "international".

### 7.2 Maximum number of vehicles authorized

The maximum number of cars depends of the event's regulation.

## 8. Classification

The winner of a race is the driver who has covered the longest distance with his/her vehicle within the duration of the race, taking all penalties into account.

### 8.1 Points attribution

All participants starting the race will be classified in accordance with the race time covered, providing that the race lasts at least 75% of initial duration. In case of race interruption, the race duration will be the time between the start of the race and the moment where the leader achieves his last lap before the race interruption. Those who have completed the same number of laps of the circuit will be placed in the order in which they have crossed the finishing line.

A driver will score points at the condition he achieved at least 75% of the number of laps achieved by the leader without having to pass the checkered flag.

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

- At least 75% of the planned race duration, the participants shall be awarded = 100% of the classification points listed below
- At least 50% of the planned race duration, the participants shall be awarded = 50% of the classification points listed below
- Less than 50% of the planned race duration = no classification points shall be awarded

This time covered by the leader is time lapse between the beginning of the race (green flag/lights) and the moment when the leader crossed the line of his last complete lap before the race interruption.

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

Participants who satisfy the conditions for the allocation of points in the driver and team classifications shall be awarded the following:

1 <sup>st</sup> place	25 points	9 <sup>th</sup> place	7 points
2 <sup>nd</sup> place	20 points	10 <sup>th</sup> place	6 points
3 <sup>rd</sup> place	17 points	11 <sup>th</sup> place	5 points
4 <sup>th</sup> place	14 points	12 <sup>th</sup> place	4 points
5 <sup>th</sup> place	12 points	13 <sup>th</sup> place	3 points
6 <sup>th</sup> place	10 points	14 <sup>th</sup> place	2 points
7 <sup>th</sup> place	9 points	15 <sup>th</sup> place	1 point
8 <sup>th</sup> place	8 points		

- 1 additional point shall be awarded for the pole position in General, "Pro-Am" drivers', "Am" drivers' and Rookies classifications.
- 1 additional point shall be awarded for the fastest lap in General, "Pro-Am" drivers', "Am" drivers' and Rookies classifications.

## 8.2 General Classification

All the results of the individual classification rounds will be taken into account for the rankings at the end of the season. The winner of the 2020 Porsche Carrera Cup France will be the competitor with the highest total number of points in the overall classification.

Where an equal number of points is obtained by more than one driver, the decisive criterion shall be the number of first places, then second places and finally the number of pole position from all races of the 2020 Porsche Carrera Cup France. If, after this rule has been applied, the number of points is still equal, the better result in the final round shall decide the winner.

Substitute drivers will score points and receive prize money based on their results during the first fourth meetings, so except for the 5<sup>th</sup> and 6<sup>th</sup> meetings of the season (races 8 – 9 – 10 – 11). During the last two meetings of the season (races 8 – 9 – 10 – 11), substitute drivers will not score point, but they will be eligible for prize money. The substitute driver's car entered during the season will score points in the Team ranking.

Guest drivers are not included in the Porsche Carrera Cup France driver ranking and they are not eligible for any prize money. Drivers placed behind such guest drivers will move up the ranking accordingly. But the guest drivers may participate in every podium ceremony if applicable.

A driver can change team and/or vehicle and keep his/her points in the driver ranking.

## 8.3 "Pro-Am" Classification

The "Pro-Am" classification is independent to the General Classification. However, it uses the same awarding of points including pole position and fastest lap points. The only difference is that only the 10 best race results will be taken into account for the "Pro-Am" Classification. The 2 worst best results will be dropped (excluding best laps and pole position).

In case of duo-entry, a driver will score the points for the races during a meeting who he took part. In this case, only the worst result of each driver will be dropped.

## 8.4 "Am" Classification

The "Am" classification is independent to the General Classification; however, it uses the same awarding of points including pole position and fastest lap points. The only difference is that only the 10 best race results will be taken into account for the "Am" Classification. The 2 worst best results will be dropped (excluding best laps and pole position).

In case of duo-entry, a driver will score the points for the races during a meeting who he took part. In this case, only the worst result of each driver will be dropped.

This category must have at least 3 drivers. Otherwise the "Am" drivers will be classified in the "Pro-Am" category. End of season allocations for this ranking will also be cancelled.

## 8.5 Team Classification

The team classification is independent from the driver classification.

A team wanting to score points in this classification, must enter its cars under its own license (Team). Only one license per team will be taken into account. Only the points of two vehicles entered under the same license of a team are added together for the team ranking.

The competitor who engages more than 2 cars must designate a maximum of 2 cars before each event to score points in the Team Ranking. This designation must be made by the team manager during the administrative checks of each meeting.

To score points in the Team ranking, each team will have to enter their cars under their Competitor license.

Should two drivers not be nominated, then the two team scoring drivers with the lower two competition numbers of vehicles will be named for that event (Competitor license).

Points towards the Team Classification will be awarded according to the driver classification system (see above), taking into account the points from pole positions and fastest laps during the race.

If a substitute driver takes part in a car registered in the 2020 Porsche Carrera Cup France, the entrant will receive the points in the team classification in accordance with the results of the races.

Guest drivers' cars are not included in the Team Classification for the 2020 Porsche Carrera Cup France. Drivers classified behind the guest driver in the race results will move up within the points ranking accordingly.

## 8.6 Rookie classification

The Rookie classification is independent from the driver and team classifications.

The points awarded in the Rookie class are the same than in the overall classification. If a Rookie finished a race behind a non-Rookie driver, he will not move up in the classification for the Rookie class scoring.

As a reminder, Rookies drivers are drivers from the "Pro" category. The classification must count a minimum of 3 drivers. Otherwise the respective prize will be awarded to the best Junior of the General Classification.

A Junior driver is a driver who has already participated in a season of Porsche Carrera Cup, GT3 Cup Challenge or Porsche Mobil 1 Supercup and is under 26 years old on the 1<sup>st</sup> January 2020.

## 9. Private practice and testing

All competitors are allowed to plan private tests on the year 2020 without restriction.

## 10. Administrative checks

### 10.1 Administrative checks

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 license verification. Failure to comply with this requirement may result in exclusion from the event. The following documents must be presented by the driver/entrant:

- Entrant's License
- Driver's license
- ASN confirmation (if needed)
- Team classification form (for teams having more than 2 cars)
- Medical aptitude form

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

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

### 10.2 Driver's briefing

A mandatory drivers' briefing is held before every free practice. In the event of a driver failing to attend or arriving late, a fine to the amount of at least 150.00€, payable to the relevant ASN, shall be due. This fine is to be paid before the start

of the race. If a driver misses the briefing, he must present himself directly to the race director in order to receive a personal briefing.

## 11. Scrutineering/technical checks

The following documents are to be submitted during the technical verifications:

- Vehicle pass
- Roll cage certificate
- Driver's helmet, official Porsche Carrera Cup France racing suit, gloves, underwear and shoes
- Head and neck support system (HANS system)
- Fuel Tank certificate

Prior to each event, all vehicles will be inspected by one or more Technical Scrutineers licensed by the FFSA or any other ASN affiliated with the FIA.

The names of the Technical Scrutineers are stated in the Supplementary Event Regulations.

The Technical Scrutineers may be affiliated to the series organiser.

The vehicles, engines and the drivers' safety equipment are to be shown to the Technical Scrutineers in perfect condition in both technical and visual aspects during scrutineering.

Vehicles must be sent to scrutineering with the official stickers of the 2020 Porsche Carrera Cup France (Appendix 3) and no fuel.

The scrutineering's times are to be strictly respected. If not, a penalty of 110€ (VAT Excl.) will be given for unjustified reason. Vehicles that had an accident during the event are to be presented to the Technical Scrutineers under the entrant's own initiative before taking part in the event again.

Any vehicle may be selected by the series organisers – in consultation with the stewards – for a further technical examination, including examinations outside the event venue. Only vehicle's team members are allowed during the technical scrutineering, no one else is allowed in the area.

Entrants and drivers shall at all times follow the instructions of the Technical Scrutineer regarding the checking of cars. 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. The entrant must present his vehicle to the technical scrutineer without any special request at each time he enters the paddock.

After qualifying and the classification rounds, 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 Porsche Carrera Cup France paddock. The way from the finish line to the "Parc Fermé" is subject to the "Parc Fermé" conditions. Only the driver or one member of organisation are allowed to drive the car to the Parc Fermé except special case ordered by the organisation.

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 competition vehicles on public roads.

## 12. Running of the competitions

The events will be run according to the FIA General Regulations for Events held at circuits, unless specified otherwise in the rules and regulations of the respective promoters.

### 12.1 Free Practice

Each event will comprise two free practice sessions of around 40 minutes without exceeding 60 minutes each and after validation of the Promotor and the local ASN.

Should more entered/nominated drivers attend a single race event as authorized in the event's regulations, the series organiser will decide on the admission to the free practice and qualifying sessions for the respective event.

When team awnings are used, the cars will be placed into a specific order in pre-start. This order is determined by the result of the previous session (the result of the race 2 will be taken to make the order for the free practice 1 for the next meeting)

For the first pre-start of the season, the order of the cars will be determined by their starting number. Smallest number will start first, second smallest will start second and so on. Guest starters will be placed at the end.

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

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

## **12.2 Qualifying**

For each event, a qualifying session will be held for each race with a total duration of 15 to 40 minutes. The duration of the qualifying session will be announced within the deadline set by the organiser and announced on the Team Info and will be published on the official board.

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

The order of the cars on the pre-grid will be defined according to the results of free practice 2 of the current event.

Any car unable to leave the pre-start area and enter the track with the rest of the cars will be given a further minute (60 seconds) to leave the pre-start area and proceed to the pit lane. After this time, any car which has not left the pre-start will only be permitted to proceed to the pit lane at the sole discretion of the Race Director.

Should unforeseen circumstances force the cancellation of the free practice session, the order of the vehicles for qualification will be defined by the results of the preceding race.

No change in the maximum number of competitors authorized by the approval of the circuit concerned is possible.

We also remind you that during each qualifying session (of each driver), general permitted modifications can be done on the car, excepted front ride height change.

The decision on the final starting grid shall always lie with the stewards in consultation with the Race Director and the Clerk of the Course.

The qualification format for the 2020 season will be as follows:

### **Format 1:**

#### **One qualifying session:**

30 minutes for all drivers to determine the starting grid of the race 1 and for the race 2.

The best time achieved during this session will determine the position on the starting grid for the race 1, the second-best time of this session will determine the position of the starting grid for the race 2.

At the end of the qualification, all vehicles which participated in the qualification are subject to the Parc Fermé rules. The cars chosen by technical manager have to go to the scrutineering bay. The scrutineering bay will be announced during the drivers' briefing of each event and published on the official board.

All intervention on the car in the parc fermé after the qualifying sessions and the races is prohibited, including control of tyre pressure/temperature.

In case of accident/incident, the entrant has to be allowed by the Porsche Carrera Cup France technical manager or scrutineer before repairing the damage.

A driver will be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 107% of the fastest driver in the qualifying session.

Any driver failing to meet the qualifying criteria and wishing to participate in the race must make written application to the Stewards of the Event. Admission of drivers who have not qualified will be considered by the Stewards in

consultation with the Race Director. Neither the Stewards of the Event nor the Race Director are under any obligation to accept any application from any driver who has not met the qualifying criteria

Drivers who do not achieve these qualifications may be disqualified from starting. The final decision in this respect will be taken by the Stewards of the Event in consultation with the Race Director.

Should circumstances force the cancellation of the qualification session, then the times set in the free practice session will be used to determine the starting grid. The best free practice time of the driver determines his position on the starting grid for race 1, while the second-best free practice time of the driver determines his position on the starting grid for race 2. All free practices times (lap without penalty) of the event will be combined for this calculation.

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

#### **Session interruption:**

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

### **12.3 Starting grid**

All cars will be lined up in a 1x1 staggered formation for standing starts (Art. 8.4 of the ISC).

The starting grid for the race will be determined by the fastest times achieved during qualifying. The driver with the fastest qualifying time takes up the race from the first place on the grid. He will be 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 the grid in the following order after the Stewards' decision:

- a) The drivers who already have a lap time from a previous qualification / do have started a qualification lap
- b) The drivers who do not have any lap time / do not have started a qualification lap

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

The change of tyres on the grid is not allowed whereas it is allowed on the pre-grid only when cars are installed in the box, except if another instruction is given by the race director.

The route from the Pre-Grid to the starting grid will be explained in the Drivers' Briefing and must be followed. Driving one or more laps and through the pit lane is not permitted unless specifically ordered by the Race Director. The order of the vehicles in the pre-start is determined by the result of the qualifying sessions.

#### **Interruption of Qualifying**

If the Race Director decides to stop the qualifying session, the restart of the qualifying after the interruption and the remaining time will be notified on the screens in the pits.

### **12.4 Pre-start**

The pre-start is the line-up of all vehicles before entering the circuit for the free practice, qualifying and races.

This pre-grid starts from the moment when the car leaves its awning and ends when the car returns to the pitlane.

During the pre-grid, no modification must be made to the car, unless otherwise indicated by the Organizer of the Serie.

It is allowed on the pre-grid:

- Getting started with on-board cameras
- Installation of the sun visor

All vehicles must be driven from the team awning/pit to the official pre-start by the relevant driver. Any permitted exceptions will be announced by the Series Organiser at the start of an event. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule.

If a competitor doesn't wish to integrate the pre-grid when the instruction is given to him, then he will be able to join the pre-grid only after the call of the last competitor. He will not be able to resume his initial position before the opening of the pre-grid.

Should an entrant or driver not be ready in time he may forgo the right to take part in the relevant session. The final decision on participation in the session is taken by the Stewards.

## **12.5 Races**

The 2020 Porsche Carrera Cup France will consist of 3 meetings of 2 races each (30 minutes per race), 1 meeting of 3 races (30 minutes per race) with a standing start procedure and 1 meeting with 1 race (45 minutes) with a rolling start.

The finish line is available on the track and in the pitlane.

If a race has to be cancelled in case of force majeure, the organiser reserves the right to reduce the number of races or to organize a new race, including on another meeting of the calendar (which could lead to 3 races on the same meeting)

## **12.6 Starting Procedure**

The start will be a standing start, engine turned on, as described in the article 8.4 of the ISC subject to the wet race procedure.

In some case, a lighter starting procedure could be used (in terms of article 7.3.1.4.2. of Standard Regulations for Asphalt Tracks) if asked by the organiser. It has to be written and approved by the Serie

The side of the pole position will be determined according to the chart issued by the FFSA which is attached to the Standard Regulations for Asphalt Tracks.

## **12.7 Wet Race Procedure**

A wet race or wet track is announced on the basis of a decision by the Race Director/Clerk of the Course by displaying the "wet race" or "wet track" board (messages will also be displayed on the electronic timing screens where possible). In this case, the decision is left to the entrants/drivers as to whether they wish to take appropriate measures (change tyres).

In all cases, once the cars have left the paddock area and taken position in the pre-start, the pit crew equipment and tyre trolleys will go from the paddock into the pit lane

If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions:

### **During the pre-start procedure**

The Race Director will confirm where tyres may be changed and the procedure for doing so.

The normal start procedure will then begin from the 5-minute signal.

If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

### **During the start process (on the grid) before the formation lap**

The competitors are shown the Start Delayed board.

The Race Director will decide where teams may change tyres and issue instructions accordingly.

The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.

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

### **During the Formation Lap**

The start is aborted.



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

#### **During the race**

Once a race has started, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time without waiting for the Race Director to declare a "Wet Race" or "Wet Track".

#### **Regulation in case of delayed start**

In case of supplementary formation lap (cause by incident on the track) the race director will announce his decision regarding the end of the race.

### **12.8 False start**

The Race Director and/or Stewards may use any video to assist them in reaching a decision regarding false starts.

## **13. Prize money**

Drivers between 1<sup>st</sup> and 7<sup>th</sup> places on the overall ranking of the Porsche Carrera Cup France will be awarded prize money. If a substitute driver competes under a registered start number in the 2020 Porsche Carrera Cup France and finishes between 1<sup>st</sup> and 7<sup>th</sup> places on the overall ranking, the driver will be awarded the prizes corresponding to his rank in the race, except for the two last meetings of the season (races 8 - 9 - 10 - 11).

The guest drivers and teams as well as the one registered under the name "Porsche Carrera Cup France" are excluded from the prize money. Drivers placed behind a guest may therefore move up in the ranking and thus be awarded prize money in accordance to their position in the ranking.

### **13.1 Champion of the 2020 Porsche Carrera Cup France**

The driver with the highest number of points after the twelve races will be awarded the title of:

**"Champion of the 2020 Porsche Carrera Cup France"**

### **13.2 Driver Classification**

The following prize money will be distributed according to the order in which the drivers are placed, and in accordance with the regulations on the allocation of prize money per race.

#### **13.2.1 General classification**

1 <sup>st</sup> place	3 500 € ex-VAT	5 <sup>th</sup> place	1 000 € ex-VAT
2 <sup>nd</sup> place	2 500 € ex-VAT	6 <sup>th</sup> place	800€ ex-VAT
3 <sup>rd</sup> place	1 500 € ex-VAT	7 <sup>th</sup> place	500€ ex-VAT
4 <sup>th</sup> place	1 200 € ex-VAT		

Prize money for Le Mans' race will be doubled.

#### **13.2.2 Additional Rewards**

Michelin Allocations

At the end of each race, our exclusive partner Michelin will offer:

- 1 set of tyres "Cup" for the winner of the "Pro" Classification
- 2 tyres "Cup" for the winner of the "Pro-Am" Classification

### **13.3 End of season allocations**

End of season allocations will be awarded as follows:

#### **13.3.1 General allocation for "Pro- class drivers"** (Overall Ranking without "Pro-Am" and "Am" class drivers)

1 <sup>st</sup>	45 000 € ex-VAT
2 <sup>nd</sup>	25 000 € ex-VAT
3 <sup>rd</sup>	15 000 € ex-VAT

#### **13.3.2 General allocation for "Pro-Am class drivers"**

1 <sup>st</sup>	Porsche Vehicle*
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2 <sup>nd</sup>	Porsche Vehicle*
3 <sup>rd</sup>	Special Prize

### 13.3.3 General allocation for "Am class drivers"

1 <sup>st</sup>	Porsche Vehicle*
2 <sup>nd</sup>	Special Prize
3 <sup>rd</sup>	Special Prize

### 13.3.4 Allocation Teams Ranking

1 <sup>st</sup>	8 000 € ex-VAT & Special Prize
2 <sup>nd</sup>	5 200 € ex-VAT
3 <sup>rd</sup>	3 600 € ex-VAT

*\*Loan of a Porsche vehicle for 1 year subject to a re-registration.*

### 13.3.5 General allocation for "Rookie drivers"

The best "Rookie Junior" will receive a bonus at the end of the season, providing that at least three Young Talents enter the classification.

If three drivers under 26 "Rookies Junior" do not participate in the season, the allocation will be given to the best driver under 26 in the overall ranking.

1 <sup>st</sup>	15 000 € ex-VAT
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### 13.3.6 Special prize for "Fastest laps"

The driver who has achieved the highest number of fastest race laps in all races will receive a prize by a Porsche Carrera Cup France partner. In case of a tie, the decision will be made in favour of the driver who has scored the most points in the overall ranking.

### 13.3.7 Porsche Motorsport Junior Program

All drivers under 26 on January 1<sup>st</sup>, 2020 will receive individual coaching from a Porsche Motorsport driver designated by the Organizing Committee. The drivers of the Porsche Carrera Cup France will be selected by the Organizing Committee on sporting and behavioural criteria. At the end of the season, the selected young talent will be invited to a test day event organized by Porsche Motorsport (and confirmed by Porsche AG).

The winner of the test day event organized by Porsche Motorsport will receive funding to participate in the 2021 Porsche Mobil 1 Supercup.

### 13.3.8 2020 Porsche Carrera Cup France Junior Program

The winner of the "Porsche Carrera Cup France Junior Program will become for the whole season the "Junior Carrera Cup France 2020". The designated driver will receive a reward of 40,000 € ex-VAT to finance his season and a Michelin tires allocation. The evaluation is conducted by a panel chosen by the Porsche Carrera Cup organiser after an evaluation session.

## 13.4 Payment Allocations

The prizes will be paid to the entrant named in the entry of the Porsche Carrera Cup France.

The presence at the Prize giving ceremony of the Porsche Carrera Cup France is mandatory for the first three drivers in each category. Unless a valid reason approved by the Organizing Committee, the absence in the awards may cause non-payment of allocations end of the season.

The presence in the Porsche Motorsport Night of Champions at the end of the season for guest drivers is also mandatory. Any unjustified non-presence may result in the event of non-payment of allocations at the end of the season.

In any way, bonuses to pay may offset any debt in connection with the team and its vehicle(s), due to Porsche France or ORECA with no possible contestation from the driver, the team making its case of any contestation from the driver.

## **14. Protests and Appeals**

Protests and appeals must be made in the legal and procedural framework of the FIA International Sporting Code. All requests for claims relating to the sport are to communicate directly to the Clerc of the course.

## **15. Acceptance of the Rules**

By signing the "Application for entry" each entrant and driver participating in the Porsche Carrera Cup France acknowledges these regulations and the FIA International Sporting Code with the attachments, as well as the rules of participation of the respective promoters.

If required during the season, the 2020 Porsche Carrera Cup France rules and regulations may be amended, after obtaining authorization from the FFSA and the FIA. Such amendments are to be provided in writing, for example in the form of a "Team Info".

## **16. Advertising and Television Rights**

Participation in the Porsche Carrera Cup France 2020 leads to the assignment of all copyrights and image rights of teams and drivers in favour of Porsche France. This includes all images, videos and sounds from the Porsche Carrera Cup France that is made for the TV broadcast, press, Internet and social medias worldwide.

All television rights for the Porsche Carrera Cup France 2020 both terrestrial broadcasting and cable and satellite television, all videos and all rights of exploitation by any electronic media, including the Internet, belong to the Porsche France. All kinds of recording, broadcasting, repetition and reproduction for commercial purposes are prohibited without written permission of Porsche France.

## **17. Specific Regulations**

### **17.1 Porsche Carrera Cup France Paddock**

The public image of the Porsche Carrera Cup France is primordial. The teams participating must respect the professional standard during each event.

All the teams of the Porsche Carrera Cup France without exception will be all together in a single area of the paddock or in the garages, depending on the choice of the organiser, no exceptions will be accepted.

Each team is required to have an articulated lorry with a working awning (width: max 8m / Length: 16.50m maximum trailer including the towing vehicle). Each working awning can have two cars minimum; the floor must be covered (plastic floor covering).

Besides, when the operator put some garages to the team attention, the order and places of the cars in the garages are set by the organiser. The teams accept this organisation in advance.

Any exemption must be validated by the Porsche Carrera Cup France organiser.

Only the team trucks shall have access to the Porsche Carrera Cup France paddock. Cars, small trucks and trailers only have access to the paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Timetables for implementation structures are determined by the organiser for each event and will be communicated in writing at least 24 hours before the start of the racing event in the form of the "Team Info". Schedules for the set-up and dismantling periods must be strictly observed.

Hospitalities in the Porsche Carrera Cup France paddock are not allowed, unless the organiser has given his approval. Only the Porsche Carrera Cup France hospitality is permitted without the prior written consent of the organiser. All competitors and teams have permanent access to the hospitality of the Porsche Carrera Cup France. Instructions from the organiser and supervisor of the paddock must be followed at all times.

### **17.2 Pitlane allocation**

Team will receive a pit allocation for each event from the Serie organiser.

Positions of the cars in pitlane (working lane) will be given by the race director during the driver briefing.

### 17.3 Podium ceremony & Press Conference

Throughout the podium ceremony, except the time during which the national anthem is played, drivers must keep the tyre manufacturer cap on their heads.

After each race, three podiums ceremony will be celebrated:

- The first based on the overall classification of the race
- The second based on the Pro-Am classification of the race
- The third based on the Am classification of the race

The ceremony begins when the drivers are on the podium and ends after the group photo for the press after the drivers have retired from the podium.

Any violation of this rule will be punished with a fine of up to 2 500€ payable to Porsche France.

Presence of the drivers at the press conference is mandatory. Non-compliance with this rule will result in non-payment of bonuses.

A Porsche Carrera Cup France specific podium could be done in the hospitality after the race.

### 17.4 Administrative Penalties

At the individual events, the stewards of the meeting are responsible for imposing sports penalties on the participants in accordance with the FFSA regulations and the art.12 of the FIA ISC. In addition to the cases listed in the regulations of the FFSA and the FIA, the following circumstances or offences may be punished:

- Delay or Absence from the briefing:	Fine of 150€
- Delay on the pre-grid:	Fine of 110€
- Delay on scrutineering:	Fine of 110€
- Identification of non-compliant vehicle:	Refused to verification
- Driver's gear non-compliant during free test sessions, qualifying, race and podium:	Prize money cut off + Prize money cut off
- Absence or non-compliance with the podium ceremony:	Prize money cut off
- No scrutineering:	Meeting disqualification
- No tyre identification in allocated time:	Meeting disqualification
- Missing of documents or licenses:	Meeting disqualification
- Non-compliance with the 2020 rules and regulations:	Meeting disqualification
- Unsporting behavior:	Meeting disqualification and 500€ fine
- Advertising for brands that compete with the series official sponsors:	Refused to verification
- Failure to comply with the series organiser's instructions:	Meeting disqualification
- Refusal to undergo a vehicle check that has been ordered:	Meeting disqualification + bonuses cut off
- Non-compliance of the refueling procedure	Fine of 300€

### 17.5 Penalties

For each penalty imposed by the stewards against a competitor or driver, the organiser of the Porsche Carrera Cup France may decide to apply an additional penalty of up to permanent disqualification from the Porsche Carrera Cup France, without refund of the paid commitments.

1 <sup>st</sup> infraction:	Warning
2 <sup>nd</sup> infraction:	One race suspension
3 <sup>rd</sup> infraction:	Disqualification from the Porsche Carrera Cup France

**Example of effective's penalties:**

- Overtaking under yellow flag during qualification: cancellation of best time
- Overtaking under yellow flag during the race: 10 seconds penalty
- Overtaking under safety car procedure: 10 seconds penalty
- Jump start: 15 seconds penalty
- Improvement of lap time in qualifying when yellow flag is out in sector(s): annulation of time in that particular lap.
- Not respecting track limits: Penalties as stipulated in the supplementary regulations of that event

The fact that penalties have been imposed by the stewards 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 Porsche Carrera Cup France races.

In case of disqualification, the points gained and the prize money during the relevant classification round shall be forfeited. In case of a disqualification from the series, all points and prize money won up until that point shall be forfeited. The following participants will not move forward in the ranking.

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

**Track limits:**

Drivers must use the track at all times and may not leave the track without a justifiable reason.

- The white lines defining the limits of the track are considered to be part of the track.
- A driver will be judged to have left the track if all four wheels of the car go beyond the white line.
- Any kerbs installed beyond the white lines are not considered to be part of the track.

The following penalties may be applied:

**During Free Practice:**

- Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted.
- Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty, the minimum being a Stop/Go penalty of 5 minutes in the following qualifying session.

**Qualifying sessions:**

- Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted.
- Any driver who repeatedly leaves the track may be reported to the Stewards who may impose a penalty up to and including a deletion of all lap times.

**Races:**

- Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) on at least three (3) occasions will be shown the Black & White flag as a warning.
- Any driver who continues to leave the track may be reported to the Stewards who may impose a penalty, the minimum being a race time penalty of 5 seconds.

If a drive-through penalty is given in the last three laps of the race and can't be carried out, a penalty of 30 seconds will be given on the final ranking of the race.

**17.6 Disqualification**

If a driver is disqualified from a race or a meeting for sporting or technical reasons, he will not be able to claim any scoring or any provision or any prizes for the race or for the meeting concerned.

In addition, depending on the seriousness of the offense, the Organizing Committee of the Porsche Carrera Cup France reserves the right not to accept his/her commitments in the following events.

## 17.7 Disciplinary Sanctions

Porsche France giving special importance to the sporting spirit of the Porsche Carrera Cup France, any finding incidents in the paddock and on the track (provocations of all kinds, verbal threats, etc.) and/or behavioural unsportsmanlike or inconsistent with the spirit of the Porsche Carrera Cup France (breach of morality and ethics in sport, nuisance to the best interests of motorsport, moral or material prejudice suffered by Porsche or partners of the Porsche Carrera Cup France, etc..) from a competitor, driver or his entourage will be reported to the Stewards and will be capable of application of the following penalties:

- Rejection of commitment(s) to the following meeting(s) for the competitor or driver concerned by the actions of those around him or her team, in accordance with Article 74 of the FIA International Sporting Code.
- Proposing to the Stewards the disqualification of the competitor or driver concerned by the actions of those around him or his team from the running meeting.
- Request from the Stewards for the seizure of the Disciplinary Commission.
- Financial Penalty of 500€ to be paid to Porsche France.

## 18. Safety

The maximum speed in the pit lane during practice, qualifying and each race is specified by the promoter in the Supplementary Event Regulations and monitored by the Race Director and the Stewards. Drivers exceeding the permitted maximum speed during free practice and in qualifying sessions shall be fined EUR 200 plus EUR 25.00 for each km/h over the specified limit. The penalty is to be paid to the national ASN. Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and qualifying may face additional penalties for speed limit violation. Drive through penalties may be issued if the permitted maximum speed in the pit lane is exceeded during a race.

The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car is strictly enforced. Any non-compliance will be reported to the Stewards and penalized at the full discretion of the Stewards.

During the last laps of a race where a Drive Through Penalty cannot be served, a Post Race Time penalty of 30 seconds may be imposed, in lieu of the Drive Through Penalty.

Cars in the fast lane have priority over those leaving the working lane.

All equipment must be kept in a safe position towards garages as soon as cars leave their pit areas at the start of and during practice, qualifying and races.

## Part 2: Technical Regulations

### 1. Technical Series regulations

#### 1.1 Summary of the eligible groups / classes

Not applicable.

Only cars of the type/model Porsche 911 GT3 Cup, type 991 II (a special series produced by Porsche AG), of the model year 2017, 2018 and 2019 which fully comply with these Regulations are eligible to participate.

The vehicles must meet the technical specifications of these Regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered FFSA vehicle pass (or the corresponding document of another ASN associated to the FIA or be waiting for a FFSA pass).

A change of vehicles has to be applied for in writing by the entrant and must be approved in written form by the Series Organiser prior to the change. The decision to approve a change of vehicle is at the absolute discretion of the Series Organiser.

#### 1.2 Principles of the technical regulations

In accordance with:

- Appendix J (Articles 251 and 253 ISC of the FIA)
- Appendix J (Articles 277 ISC of the FIA)
- General provisions, definitions and clarifications regarding the technical regulations (FFSA standard Technical Regulations)
- Technical rules and regulations of the 2020 Porsche Carrera Cup France
- Technical information published by the Porsche Carrera Cup France organisation in 2018, 2019 and 2020.
- Technical manuals of the eligible vehicles
- Spare parts catalogue of the eligible vehicles

#### 1.3 General / preamble

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

#### 1.4 Driver's Equipment

It is compulsory to wear overalls in compliance with FIA 8856-2000 standards as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA regulations.

Furthermore, wearing a helmet in compliance with the FIA Regulations (Appendix L of the ISC) is compulsory, as well as the use of a head restraint system (e. g. HANS).

##### 1.4.1 Frontal Head Restraint System (FHR, as HANS or comparable system)

The use of an FIA approved head restraint in compliance with FIA list no. 29 is compulsory for all Porsche Carrera Cup France races.

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 compliance with the manufacturer's instructions lies solely with the participant.

The relevant manufacturer's certificate is to be presented during the technical scrutineering.

##### 1.4.2 Drinking system

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

### **1.4.3 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.

Any other cockpit cooling system than the Porsche genuine one is prohibited.

## **1.5 General Regulations**

### **Permitted modifications and built-in installations**

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

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by identical Porsche Genuine Parts that are assigned to the eligible vehicles in compliance with Item 2.1. The Porsche Genuine Parts are specified in the valid spare parts catalogue in each case.

The use of components manufactured by Porsche AG for other groups of vehicles (e.g. Porsche road vehicles) is also prohibited.

The use of any items described as "optional" in the parts catalogue is prohibited, as long as their use is not in particular allowed by these technical regulations.

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

The service and replacement intervals and adjustment values specified by Porsche AG (see Technical Manual) are to be observed.

The Series Organiser may allow modifications that do not correspond to the series production status on all or individual vehicles, providing these do not permit a competitive advantage (e.g. for the attachment of cameras; radio installations, etc.). The entrant must make written application to the Series Organiser and receive written authorization before making any such modification.

## **1.6 Minimum weights and ballast**

It is the entrant's responsibility to ensure that at all times during the event the mandatory minimum combined weight of the vehicle with empty fuel tank, driver equalization weight and the driver (together with all driver equipment) is reached.

At no time during an event is the car weight permitted to be less than the mandatory minimum weight when the car is either presented for technical scrutineering, in on the track or in Parc Fermé.

The mandatory minimum car weight and minimum driver (together with all driver equipment and equalization weight) will be announced per bulleting at the end of technical scrutineering of the first event.

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

The Technical Scrutineers shall specify a weight scale for checking the weight of the vehicles and drivers. It is referred here as the "official scale". The official scale is located in the technical scrutineering tent of the Porsche Carrera Cup France. This is also the weighing area.

The ballast system must be mounted as described in the Technical manual or Spare parts catalog of the corresponding vehicle. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Appendix 6.



### **1.6.1 Ballast**

The installation of ballast is permitted. Only original Porsche ballast components must be used. These must be installed in the provided holders at the position of the passenger's seat in accordance with the illustration in Attachment 6. The ballast weights are identified by spare part numbers (part numbers: 997.504.848.00 / 997.504.848.01 / 997.504.848.02), or 991.504.848.00 / 991.504.848.01 / 991.504.848.02.

### **1.6.2 Baseplate auxiliary weight**

In addition to the original part, base plates with part numbers 991.504.847.7A and 991.504.847.9B are permitted to be used. If the base plate does not contain the necessary holes for the mounting positions as indicated in these regulations, they can be added after consultation with the Technical Scrutineers. The mounting holes can only be added in the necessary positions to satisfy the requirements of these regulations.

### **1.6.3 Minimum vehicle weight**

The minimum weight of a vehicle shall consist of:

- The weight of the vehicle (with empty fuel tank)
- The weight of the inboard camera, the radio system assigned by the Series organiser of the weight of the respective substitute ballast.
- The installed additional weights (excluding driver equalization weight)

### **1.6.4 Minimum driver weight**

The minimum weight of the driver is 90kg and consists of:

- The driver
- The personal equipment of the driver as it was when weighing (clothes + helmet + FHR system)
- The driver equalization weight if applicable.

It is the driver's responsibility to ensure that the sum of the installed equalization weight plus his/her actual weight, plus the parts of his/her personal equipment (only clothes, HANS and helmet) is at least reached at all times.

### **1.6.5 Determining the total weight of the driver and vehicle**

The Technical Scrutineers may in their absolute discretion decide to weigh the vehicle and driver separately or in combination.

If the vehicle and the driver (together with all driver equipment) are weighed in combination, the weight plus 2.0 kg of weighing tolerance shall be added, and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

If the vehicle and the driver (together with all driver equipment) are weighed separately on the official scale, the two weights plus 2.0 kg of weighing tolerance for the car and 0.5 kg of weighing tolerance for the driver weight shall be added and the product shall be referenced against the mandatory minimum combined weight, which must be reached.

Prior to weighing a vehicle, the Technical Scrutineers shall remove the remaining fuel from the fuel tank, after taking a fuel sample for analysis.

### **1.6.6 Weight changes during qualifying and race**

During the qualifying practices and the race, the weight of the vehicle can only be altered by:

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

On the way from the circuit to the "Parc Fermé" and in the "Parc Fermé" itself, and on the way to the post-race technical scrutineering under no circumstances is weight allowed to be added to the vehicle or the driver.

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

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

### **1.6.8 Personal protective driver equipment during weighing**

During the weigh-in, each driver must wear his/her complete driver apparel plus the mandatory head restraint system.

### **1.6.9 Weighing of vehicles**

The weighing procedure of vehicles and drivers is conducted in accordance with the current FFSA policy for the weighing of vehicles. The vehicles are weighed as follows:

- Weighing of vehicles is carried out regularly on the official scale of the Porsche Carrera Cup France.
- After the free practices, qualifying and races, weighing can also be done on the scale of the organiser of the meeting, which is located stationary in the Technical control pit.

Any differences between these scales are taken into account by the Technical Scrutineer. If the weighing on the organiser scale indicates that the vehicle in question might be found underweight on the official scale, this vehicle, the driver and his protective equipment must be weighed again on the official scale which is the only result to be taken into consideration and to be binding.

If a driver is given the signal that his vehicle is selected for weighing, he must take the shortest route possible to the weighing area/organiser scale and turn off the engine.

The driver or a team member will receive written confirmation of the measured vehicle weight. During weighing the driver must not move in any way as to influence the weighing result. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

If a vehicle cannot reach the weighing area under its own power, then the scrutineers can assign people for this purpose.

### **1.6.10 Leaving the weighing area**

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

### **1.6.11 Weighing after breakdown and vehicle remaining on circuit during qualifying and race**

If a vehicle breaks down during the qualifying session or the race and the driver leaves his/her vehicle, he/she must go directly to the weighing area to determine his/her weight.

### **1.6.12 Determining the driver weight**

After every qualifying and races all drivers must go immediately from the "Parc Fermé" to the weighing area to determine their weight. Drivers who are approached by the TV partner for an interview may interrupt their walk to the weighing area for the duration of the interview. Drivers who go to the podium can be weighed on the organiser scale. Any differences between the organiser scale and the official scale will be taken into account. Drivers who do not go directly to the weighing area to be weighed will be reported to the Stewards of the Event. The Stewards of the Event will take the final decision regarding a punishment.

The drivers will be weighed individually. Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers.

### **1.6.13 Replacement and loss of vehicle parts**

All vehicle parts that were replaced during the free practice, qualifying session and race must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the vehicle will be marked by the Technical Scrutineers if necessary and are not allowed to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering tent in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts.

In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 25 kg to the measured weight of the car.

#### **1.6.14 "Parc Fermé" rules for vehicle weighing**

Vehicles that have been 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 and after the end of the race. Excluded are actions of the Technical Scrutineers.

#### **1.6.15 Weighing in below the minimum weight**

If, during the post qualifying or post-race weighing procedure, the combination of vehicle and driver (including driver equipment) is found to be below the currently applicable minimum weight, the vehicle and driver (including driver equipment) will immediately be weighed together 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 (car and driver together or separated).

The maximum value of the 3 weights recorded is regarded as the actual weight of the combination of vehicle and driver (including driver equipment).

Falling below the minimum weight will be reported to the Stewards and will be penalized.

#### **1.6.16 Bringing the vehicle to the weighing area**

It is the entrant's responsibility to ensure that the race vehicle 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. In any case, Parc Fermé rules apply to the vehicle from the moment of the order until the termination of the weighing process.

#### **1.6.17 Regulations on the route to and in the weighing area**

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

#### **1.6.18 Sealing the additional weights**

The additional weights in the front passenger area will be sealed by the Technical Scrutineers. Under no circumstances vehicles shall compete without the intact seals. If a seal is damaged during an event, this must be reported in writing immediately to the Technical 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 Technical Scrutineer or the Porsche Carrera Cup France Organisation must be informed in writing immediately upon discovering the damage.

If a seal has to be removed for repairs, at least one Technical Scrutineer or the Porsche Carrera Cup France Organisation must be informed in writing before the seal can be opened. The seal may be opened only after written approval by a Technical Scrutineer.

#### **1.6.19 Equivalence formula for supercharged engines**

Not applicable.

### **1.7 Car damage**

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

### **1.8 Emissions Regulations**

The vehicles must be equipped with a catalytic converter as supplied by Porsche AG and in accordance with the FIA exhaust gas emission regulations.

### **1.9 Noise Regulations**

The car will race without pre-silencers, but this element must be stored in the truck of the team in case of need, on each meeting. The regulation of each meeting will define the use or not of this pre-silencer.

With pre-silencers, the noise generated by the car must not exceed 105db(A), measured via the Lp procedure.

Without pre-silencers, the noise generated by the car must not exceed 110db(A), measured via the Lp procedure.

## **1.10 Advertising regulations and starting numbers on the car**

The registered entrants will be informed about their starting number before the first race. The starting numbers remain the same for all races.

The advertising decals, logos, driver name and starting numbers as specified by the Series Organiser, must be affixed to all competing vehicles during the free practice, qualifying sessions and races of the Series. The size, type, quantity and positioning are determined and announced in the "2020 Sticker Regulations", see Appendix 3.

If these rules are violated, the entrant can be excluded from the meeting classification.

All surfaces that are not occupied as specified in the Appendix 3 "2020 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 30mm.

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

The drivers' names, starting numbers and national identification markings must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the "2020 Sticker Regulations" (Appendix 3).

The entrant (team) is responsible for ensuring that the stickers on the entered vehicles comply with the applicable legal regulations.

### **Advertising**

Teams must not enter into partnerships with companies who are either in competition to Porsche AG, its parent or partners companies, the Porsche France Carrera Cup France (or its official partners) or who are involved in a legal dispute with Porsche AG or a company associated with Porsche AG. The teams are therefore obliged to notify potential partnerships to Porsche France in advance.

The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of Porsche AG, their associated companies or the Series sponsors on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited.

Porsche France is entitled to prohibit teams from entering into a partnership if the potential partner falls into one of the above two categories.

The entrant and team partners/sponsors shall grant to the Series Organiser and the Series sponsors all materials depicting the championship and/or rights to use sporting success for advertising purposes, without paying separate fees for this purpose.

### **Contravention of these Regulations**

Contravention of any of the advertising regulations may result in a fine of at least EUR 1,000, and/or refusal to participate in any competition or disqualification from the competition, in each case at the discretion of the Stewards.

## **1.11 Safety Equipment**

The vehicles must possess the following safety equipment:

- Category II-SH (Art. 277)

Unless otherwise stated, the articles stated refer to the current Appendix J (ISC of the FIA).

### **Note:**

For events held in all of the countries listed in the Series calendar (article 7.1), the Series Organiser is responsible for observing and implementing (or agreeing any deviation from) any additional safety regulations of the respective ASN.

## 1.12 Fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228 and must be from a supplier specified by the Series Organiser. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only this fuel is permitted to be used for the duration of the event. The official fuel supplier will be announced in the team info and published on the official board in the Porsche Carrera Cup France truck.

### **Fuel controls**

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 (subject to removal of fuel for the weighing procedure), the entrant must ensure that the minimum amount of fuel required by the local ASN (ex: FFSA or RACB) can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment. These samples must be identical to the reference fuel taken from the petrol pumps designated above. The laboratory in charge of the sample analysis will be chosen by the series organiser.

If the Technical Scrutineers order that a car be defueled (for example to check the minimum weight of the vehicle without residual fuel), a fuel sample according to the local ASN (ex: FFSA or RACB) regulations must be taken prior to defuel the vehicle.

### **Refuelling, refuelling installations and control**

All additives are prohibited. Fuelling and refuelling during free practices, qualifying and the race is forbidden. All chemical or thermal changes to the fuel are forbidden.

Throughout the race event the temperature profile of the outdoor air temperature will be recorded by the Technical Scrutineer by the use of special temperature recorder defined by Porsche France. The minimum value will be posted on the official notice board before the first session of each day. At no time is the fuel temperature allowed to be less than the lowest outdoor air temperature of the last 24 hours.

Fuel may be added or removed into or from the fuel cell of the car using a closed-circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed-circuit fuelling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is allowed to be changed. The fuel will only be supplied in drums and may only be added and removed from the drums with the same closed-circuit fuelling system specified using a suction pipe.

Any fuel operations must be performed outside the team tent in a fenced and gated area of at least 3m in each direction of the car. We recommend that personnel working in this area 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, team guests or unauthorised personnel be allowed in this area at any time during the fuelling operation; it is the responsibility of the team to ensure that such persons are excluded from the area. The Porsche Carrera Cup France organisation is excluded from any liability in case of problems.

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 place. Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

## 1.13 Definitions

In addition to the definitions in the "General regulations, definitions and clarifications regarding the technical regulations" (FFSA Manual) the definitions set out in Appendix J (Article 251 ISC of the FIA) shall apply.

## 2. Special Technical Requirements

### 2.1 General information

Technically identical cars with the designation Porsche 911 GT3 Cup (Type 991 II), built by Porsche AG in a small production run on the basis of the Porsche 911 GT3, shall be used for the Porsche Carrera Cup France. Only vehicles of model year 2017, 2018 and 2019 (see following general description) are permitted.

#### **Important information:**

Certain special parts used in the Porsche 911 GT3 Cup cannot be obtained via the Porsche dealer organisation but instead can only be obtained from the Porsche Motorsport Parts Sales Department at Porsche AG, or from the Porsche Carrera Cup France's customer service truck present on each event of the season, or also from ORECA in Magny-Cours.

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The car must comply with the requirements of these technical regulations. Technical inspection of the vehicles will be undertaken by the Technical Scrutineer.

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

(Everything that is not expressly permitted in this regulation is prohibited. Any modification is prohibited.)

General vehicle description

Porsche 911 GT3 Cup (type 991 II), MY 2017-2018-2019

Concept: Single-seated, near-standard race vehicle based on the Porsche 911 GT3. For further general descriptions, the entrant shall refer to the respective paragraph of these technical regulations.

## 2.2 Engine

### 2.2.1 General description

- Aluminum six-cylinder rear-mounted boxer engine.
- Sealed.
- 3,996 cm<sup>3</sup>; stroke 81.5 mm; bore 102 mm
- Max. power: 357 kW (485 hp) at 7250 – 8000 rpm
- Max. rpm: 8,500 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Direct fuel injection
- Required fuel quality: minimum 98 octane, unleaded
- Dry-sump lubrication
- Electronic engine management (Bosch MS 4.6 NG)
- Race exhaust system with regulated race catalytic converter
- Rear silencer with centered exhaust pipes
- Twin-branched front muffler with centered muffler
- Electronic throttle pedal

The engines are sealed at Porsche AG prior to delivery. A vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the Porsche Carrera Cup France under any circumstances.

Only a professional approved by Porsche France (ORECA in Magny-Cours) will be allowed to undertake work on the engine, requiring opening the seals.

An engine change has to be approved in writing by the Series Organiser prior to the change. Engines can be called in and inspected at the instructions of the Technical Scrutineers, at the expense of entrants.

Engines inspected or reviewed by the professional approved by Porsche France will be sealed before delivery by the Technical Manager of the 2020 Porsche Carrera Cup. The professional designated by Porsche France is ORECA in Magny-Cours and Porsche AG.

## **2.2.2 Engine electronic control units**

Throughout the entire event, only the Bosch Motronic electronic control units coded and sealed by the Series Organiser for the event are allowed to be used.

The Motronic electronic control unit (including the complete wiring harness) must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the Motronic electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the Motronic electronic control units and to seal the plug-in connectors for reading the electronic control units at any time of an event. It is thus ensured that the status of the program and data is identical for all participating vehicles.

## **2.3 Power transmission (gearbox/differential)**

### **2.3.1 General description**

Porsche six-speed sequential dog-type gearbox. Sealed.

Gear ratios:

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

Internal pressure-oil lubrication with active oil cooling by oil-water heat exchanger

Mechanical limited slip differential

Triple-disc sintered metal race clutch

Pneumatic gear shift activation (paddle shift)

The gearboxes are sealed by Porsche AG prior to delivery.

Gearbox overhauled by the professional approved by Porsche France will be sealed prior to delivery, as proof of warranty only. Teams are free to overhaul gearboxes and differentials themselves

### **2.3.2 Ramp breakover angle**

The ramp breakover angle of the differential lock is 52° (traction) and 30° (overrun). The ramp angles are determined from the axis of rotation (Appendix 4). The number of friction plates and the assembly order shall correspond to the image shown in appendix 4 and must not be changed. The fitted friction plates must comply in terms of part number, allocation and specification (see parts catalogue).

### **2.3.3 Transmission emergency function**

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

### **2.3.4 Engine oil quick refill**

The use of the optional "oil quick filling kit" as shown in the catalogue is permitted, as long as the mounting is compliant with the Porsche AG's official mounting instructions. The hole in the engine lid necessary to fit the quick oil fill must be fully covered by clear heli tape. The use of the engine oil quick fill in pitlane during any 2020 Porsche Carrera Cup France event is prohibited.

## 2.4 Brakes

### General description

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

#### Front axle:

- Six-piston aluminum racing calipers in mono-bloc design with "anti-knock-back" piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminum disc bell
- Racing brake pads
- Optimized ventilation routing

#### Rear axle:

- Four-piston aluminum racing calipers in mono-bloc design with "anti-knock-back" piston springs
- Ventilated and grooved steel brake disc 380 mm diameter with aluminum disc bell
- Racing brake pads
- Optimized ventilation routing

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

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

- Diameter 17.8mm, part number 991.355.170.8C or 991.355.170.8E

#### Front axle:

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

#### Rear axle:

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

A knock-back spring must be installed in each case under each brake piston of all brake calipers. External thermal or chemical treatment of these springs is prohibited. Only the following parts are allowed to be used:

- Front axle: 991.351.963.8A
- Rear axle: 991.352.963.8A

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

- MTH355205: main cable loom ABS system Cup 991 II
- MTH355210: rear cable loom ABS system Cup 991 II
- MTH355220: multi position rotational switch ABS system Cup 991 II (central console)
- MTH355225: dummy ABS Cup 991 II

The complete brake lines, their routing and all connections must at all times during an official race meeting of the PCCF remain original. At the Series Organiser discretion and when being asked, every competitor must remove also the allowed components.



## 2.5 Steering (steering wheel/hub extension)

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

Only one hub extension providing 20mm extension that is of the original Porsche Part number 997.347.2887.90 is allowed.

## 2.6 Wheel suspension

### 2.6.1 General description front axle

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

### 2.6.2 General description rear axle

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

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

- Front axle: 18 mm
- Rear axle: 15 mm

Furthermore, it is optional to fix the camber shims with aluminium tape.

During the meetings of Le Mans and Spa-Francorchamps, the maximum permissible thickness of the spacer washers of the front and rear control arms are exceptionally limited to:

- Front axle: 10 mm
- Rear axle: 10 mm

The trailing arm axle bearing points of the front and rear control arms must be left in the position in which they are delivered. Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified (see appendix 5).

The wheelbase on the left and right sides of the vehicle must be 2,456mm +/- 15 mm. The measuring points are the centers of the wheel hubs.

### **2.6.3 Anti-roll bars**

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

Shims are allowed to be used to compensate for the axial clearance of the anti-roll bars on the front and rear axles.

These are available in the following versions:

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

Other shims or methods for axial clearance compensation must not be used. However, the overall axial clearance must not be less than 0.2 mm.

### **2.6.4 Shock absorbers/springs**

Only the factory-installed type Sachs shock absorbers and H&R chassis springs in their original condition are allowed to be used.

The following number is stamped on the bump stops of the rear vibration dampers: 004951110250. The original delivery condition of the bump stops of the front and rear dampers must not be modified in any way.

#### **Part numbers:**

##### **Dampers**

- Front: 991.343.045.8D
- Rear: 991.333.051.8A

##### **Bump stop**

- Front: 991.343.677.8A
- Rear: 991.333.677.8A

##### **Main spring**

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

##### **Helper spring**

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

## **2.7 Wheels (flange + rim) and tyres**

### **2.7.1 General description**

#### **Front axle:**

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

#### **Rear axle:**

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

### **2.7.2 Wheels**

The use of any other wheels than the originally specified wheels is prohibited.

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

All wheels must be fitted with original tyre pressure and temperature sensors.

Only the use of valve caps mentioned in the respective spare parts catalogue is allowed and strictly enforced for all races.

### 2.7.3 Tyres

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

#### Slick tyres:

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

#### Rain tyres:

- Front: 27/65 R 18 P2L
- Rear: 31/71 R 18 P2L

Tyres are provided by Michelin on the each meeting. Entrants must use tyres coming from the official supplier which is Auvergne Pneumatique Racing.

Porsche AG suggests that all competitors follow the recommendations and instructions of Michelin regarding tyre pressures and set-up. Only atmospheric air is allowed to be used to inflate the tyres.

It is not permitted to rotate the tyres on the rims. The identification barcode of each slick tyre must be visible from the external side of the tire when it is mounted on the car.

Should the tyre manufacturer prescribe a rotational direction for its tyres, then any departure from the manufacturer's recommendation is prohibited, the barcode location doesn't matter anymore.

The Series organiser reserves the right to allocate the tyres randomly to each entrant.

### 2.7.4 Route to and from the pit lane

The route to and from the pit lane for the free practice may be taken on rain tyres. The route to and from the pit lane for qualifying session may be taken on marked rain tyres.

### 2.7.5 Tyre marking

Throughout these regulations any reference to the marking of tyres includes the procedure of electronically scanning and recording the individual bar codes of tyres.

For each race event in Magny-Cours, Spa-Francorchamps and Barcelona: a maximum number of 8 slick tyres and 8 rain tyres for each vehicle (starting number) can be marked by the Technical Scrutineers.

For the race event in Paul Ricard, a maximum number of 12 slick tyres and 12 rain tyres for each vehicle (starting number) can be marked by the Technical Scrutineers.

For the Le Mans race event, a specific supplementary regulation will be published separately.

For the entire 2020 season, 4 additional tyres per car (starting number) can be registered as "jokers". These tyres can be either slick or rain. In case of starting number misses one or more events, the total amount of joker tyres is reduced by one tyre per missed event. The use of one or more joker tyres must be announced to the Technical Scrutineers at the latest one hour before the respective session where the tyres will be used for the first time.

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

The marking and delivery of the tyres take place within a certain time frame, announced by the series organiser.

Every slick or rain tyres must be registered by the Technical Scrutineers before using it on track.

### 2.7.6 Free practice

For the free practice sessions of the initial event of season, it is allowed to register a maximum of 8 slick tyres and 4 rain tyres per entrant. These tyres can be used again only in the free practice sessions of the next meetings.

From the second event of his season, each entrant must only use its previously registered tyres or joker tyres during the free practice sessions.

### **2.7.7 Qualifying and race**

Only the tyres marked for the relevant race event are allowed to be used for the respective qualifying and race. Only correspondingly marked tyres are allowed to be taken into the pit lane for qualifying and races of the event.

### **2.7.8 Guest drivers**

Guest drivers may register a maximum of 8 slick tyres and 8 rain tyres per event in Magny-Cours, Spa-Francorchamps and Barcelona.

Guest drivers may register a maximum of 12 slick tyres and 12 rain tyres per event in Paul Ricard.

For the free practice sessions of the first meeting where a guest driver with a start number which is the first time the particular start number is entered into the 2020 season of the Porsche Carrera Cup France is entering, a maximum of 8 additional slick tyres and 4 additional rain tyres can be used. For the meeting onwards, these tyres may be run only in free practice sessions. Besides, only previously registered tyres will be allowed in these next free practice sessions.

At every event a Guest driver is participating, he will be able to register 1 additional "joker". It can be either slick or rain. A transfer of unused joker tyre to following event is not permitted.

### **2.7.9 Substitute drivers**

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

### **2.7.10 Tyre damage**

Brand new tyres with damages can be replaced with the Technical Manager of the Series and Michelin's approval. In this case, the marking will be transferred by the Technical Scrutineers.

### **2.7.11 Treatment**

Any chemical, mechanical or thermal treatment of the tyres is prohibited. The mechanical removal of rubber abrasion and stones is permitted. The usage of heatguns or any similar device of any kind to help the removal of rubber abrasion and stones ("tyre scrapping") is prohibited. Cleaning of the rims is allowed.

The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event.

From the time of the pre-start until the end of the session, the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

### **2.7.12 Tyre logs**

The entrants will have to fill a marking list in paper format, which contains the barcodes of the tyres they want to register for the ongoing event and return it to the Technical Scrutineers at least 1 hour before the first session where these tyres can be used.

All barcodes of the marked tyres will be scanned and recorded in lists by the Technical Scrutineers, the so-called tyre logs, which will be handed over to the entrants. The entrants can access these tyre logs to check if the registered barcodes are the same than the paper-format list they returned.

No tyre is allowed to be used if it is not listed on the tyre log of the Technical Scrutineers before the respective session. If joker tyres are to be used, they must be added to the tyre logs. The updated tyre logs are also subject to the aforementioned procedure.

### **2.7.13 Collective test days**

The tyres used during the collective test days will not be marked.

The number of tyres will not be limited.

## 2.7.14 Recap of tyres regulations:

	<b>First meeting</b> <i>(first meeting of the season for a regular entrant or first time a Guest entrant is entering a meeting)</i>	<b>Meetings onwards</b> <i>(from the second meeting where a driver is entering till the end of the season)</i>
<b>Free Practice</b>	Qty max. per entrant: <ul style="list-style-type: none"><li>- 8 slicks</li><li>- 4 rain</li></ul> -> Can be used again only during the free practice sessions of next meetings	Registered tyres from previous meetings of the season + joker tyres
<b>Qualifying/Race</b>	Qty max. per entrant: <ul style="list-style-type: none"><li>- 8 slicks tyres and 8 rain tyres + jokers (Magny-Cours, Spa-Francorchamps, Barcelona)</li><li>- 12 slick tyres and 12 rain tyres + jokers (Paul Ricard)</li></ul>	
<b>Joker Tyres</b>	Qty max. on the whole season for each regular entrant: <ul style="list-style-type: none"><li>- 4 tyres (slicks or rain)</li></ul> Qty max. per meeting for a Guest entrant: <ul style="list-style-type: none"><li>- 1 tyre (slick or rain)</li></ul> -> The registered « joker tyres » can be used in every session of the season.	

## 2.8 Body and dimensions

### 2.8.1 General description

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

#### Lightweight exterior:

Carbon-fiber-reinforced plastic doors with sport-design rear-view mirrors  
Carbon-fiber-reinforced plastic rear engine lid with quick release fasteners  
Carbon-fiber-reinforced plastic adjustable rear wing (9 positions) with Porsche part number 991.512.892.8A or 991.512.892.8D or 9F0.827.837D. The rear wing 991.512.892.8D can be identified with the Porsche part number 991.512.892.8D written next to the left bracket fixing point.  
Polycarbonate door windows and rear side windows with ventilation openings  
Polycarbonate rear window  
Rear underfloor with NACA ducts for brake and driveshaft cooling

#### Modified 911 cockpit:

Magnesium sub-frame in light weight design  
Ergonomic driver-oriented centre console  
Switch mask with fluorescent lettering  
Steering wheel with quick release coupling, control panel and shift paddles  
Adjustable steering column with steering angle sensor

### **Race bucket seat with longitudinal adjustment:**

Homologated to latest FIA requirements

Individual padding system (delivery with size M)

Shock absorbing roll cage safety cover for leg protection at driver's foot well

Six-point racing safety harness

100 liter fuel cell (FT3 safety fuel cell) and „Fuel-Cut-Off" safety valve in accordance with FIA regulations

Built-in air jack system (three jacks) with valve mountable on both sides of the car

Water-based paint

Exterior: white C9A

Interior: white filler-coat, no clear-coat finish

### **2.8.2 Overall vehicle dimensions and overhangs:**

The overall length of the vehicle is 4,577 mm.

- Total width: 1,978 mm
- Total height: 1,248 mm

The front overhang is 1,046 mm, measured from the middle of the wheel of the front axle to the leading edge of the vehicle (first point in the direction of the longitudinal axis, incl. front lip).

The rear overhang is 1,075 mm measured from the middle of the wheel of the rear axle to the rear edge of the vehicle (last point in the direction of the longitudinal axis, including the exhaust, rear wing excluded).

### **2.8.3 External bodywork (including windows)**

The delivery status of the bodywork has to be preserved.

Underbody covers

Only front underbody cover 991.504.601.8B or succeeding part numbers are allowed to be used.

Underbody cover 991.504.601.8A is not allowed to be used, even if the vehicle was fitted with it on delivery (see appendix 7).

### **2.8.4 Windscreen**

In addition to the original part, windscreens of the 911 GT3 Cup MY 2013-2017 with the part number 991.541.911.00 are allowed to be used, as well as windscreens of the Porsche 911 GT3 street car with part number 9P1845011C. Original Porsche windscreens are identified by an imprinted symbol as shown in Attachment 8.

Heated windscreens with part number 991.541.111.8B are permitted. The windscreen is allowed to be connected to the electrical system of the vehicle and the heating function is allowed to be used.

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

### **2.8.5 Side and rear windows**

Only the genuine Porsche 911 GT3 Cup side and rear windows in their original version are permissible.

Additionally, the rear window must remain fixed with the original type of fixing at all times.

### **2.8.6 Cockpit**

#### **Seat**

The seat adaptation of the seat by removing or adding of original Recaro seat padding is forbidden in the area of the seat shown in green colour on the illustration of appendix 7.

Any modification of the seat padding shown in green colour is strictly prohibited. The use of the different sizes paddings is allowed, also in the areas shown in green colour, as long as they are not modified. An upholstery in the bottom part of the seat on top of the paddings shown in green (see illustration in appendix 7) is allowed, as long as the original padding is not modified or removed.

An upholstery of the areas shown in yellow colour on the illustration of appendix 7 is allowed by either using original Recaro paddings or using a foamed seat insert, as long as the insert is made of fireproof material, coloured in black and its maximum thickness at any point does not exceed 50mm size. The use or change is subject to approval by the Series Organiser.

The preferred supplier for padding components is the seat manufacturer (Recaro).

The original mounting (seat rail and bracket) must be retained and must not be modified.

#### **Ventilation in the passenger compartment**

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

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

The ventilation/demisting front windscreen system must remain operational at any time during the event.

#### **Safety nets**

Additionally, every car must be equipped with the after sales safety nets as specified in the valid spare parts catalogue and mounted complying with the Porsche AG mounting instructions.

### **2.8.7 Additional roof hatch accessories**

The vehicle has an opening in the roof in order to make using the KED system easier should it become necessary to rescue the driver.

The roof hatch is located directly above the driver and with the dimension of the opening 565 x 475 mm.

The roof hatch is connected to the roof via 7 livelocks which must be accessible at all times (no foiling or painting of live locks).

### **2.8.8 Ground clearance of vehicle**

The minimum ground clearance of the ready-to-drive vehicle (with the driver in the vehicle and slick tyres in compliance with Article 2.7, 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 during the race event.

For the entire duration of the race event the ground clearance of the front axle is to be a minimum of 78 mm and the clearance at the rear axle a minimum of 100 mm.

The measuring points (see appendix 2) at the front axle are the mounting bolts (M12x105) of the cross member/bodywork in relation to the reference surface and the machined rear surface in the direction of travel on the side section of the rear axle in relation to the reference surface. The ground clearance is allowed to be changed within the existing adjustment range.

Any modification of the ride height using the front spring rests is strictly forbidden during all qualifying sessions and also between these sessions in the case of qualifications with break in the pit lane.

### **2.8.9 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 incl. the driver on board, standing on the measuring plate. If the measuring gauges can be accessed under the measuring points described above, the requirement to comply with the minimum height is satisfied. Any measuring tolerances will be taken into account by the Technical Scrutineers.

The Technical Scrutineers may at any time in their absolute discretion check the ground clearance measurement with any set of tyres allocated to the respective start number used during the session that the check is performed during or after. The Technical Scrutineers may also use instruments such as calipers or depth gauges to determine the vehicle height.

### **2.8.10 Measurement location**

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

### **2.8.11 Failure to reach minimum height**

Failure to reach the minimum height will be reported to the Stewards of the Event and penalized.

## **2.9 Aerodynamic devices**

The original position of the wing section is allowed to be changed within the specified scope for adjustment.

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

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

Apart from the above, taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not allowed.

## **2.10 Electrical equipment**

### **General description:**

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

### **Lighting system:**

- Bi-xenon-headlight
- LED daytime running light
- LED rear lighting system and rain light in compliance with the latest FIA Homologation Regulation
- Two additional switches in the centre console for additional power consumers
- CAN connection (data logger, video system)

From the "pre-start" to the end of the "Parc Fermé" during qualifying and racing, only the Series Organiser and personnel nominated by the Series Organiser are allowed to connect laptops/computers to the vehicles. For the same period, no external connection (also wireless) may be made between the car and any external equipment other than the cars equipment to read from the antennas of the tyre pressure monitoring system. It is not permitted at any time for any competitor to read any sensors with any equipment, which are not allocated to the competitor's own team. Any breach of this regulation may result in the vehicle being disqualified from qualifying or racing.

Optionally, the usage of the following electrical equipment is permitted:

- Oil level indicator (1x 9916411399A, bracket 1x 9916414738A)
- Charging cable (1x 9916125057A, bracket 1x 9916117317A, plug 1x 9914508418A)
- Cockpit illumination (1x 9916415778A)
- Starting number illumination (1x 9916127777A, with only the loom being permitted to stay in the car)

The front wiping system must be conserved in its original state and must be operational at any time during the meeting.



## 2.11 Fuel circuit

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

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

- Breakaway coupling: 2x 9971101918C
- Sealing washer: 2x 9912018839A
- Support washer: 2x WHT004800
- Adapter piece: 1x 9F0201156
- Drain hose: 1x 9F0201627
- Clamp: 1x 90017101401

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

## 2.12 Lubrication system

### Engine lubricant:

- Mobil 1 0W-40 engine oils are compulsory.
- All additives are prohibited.

### Transmission lubricant:

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

## 2.13 Data transfer

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

### 2.13.1 Radio system

The installation of radios for security or media is permitted in accordance with the agreement of the organisation of the 2020 Porsche Carrera Cup France, provided that they are approved and declared to the services concerned. Correct installation of the car radio must be approved by the Technical Scrutineers.

The choice of hardware for radio reception from the "Earplug" port to the driver is optional but must be checked and approved by the Technical Scrutineers. When mounting fixed speakers in the driver's helmet, the FIA helmet regulations must be strictly observed. In the case of any ambiguity, the driver/ entrant must produce proof that the components used are suitable for use in the vehicle (fire prevention, etc.).

Modifications to the system are not permitted. Extra equipment must only be attached to the radio system by the Porsche Carrera Cup France Organisation. The Series Organiser has the right to listen to voice radio communication between the team and the driver separately.

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

### 2.13.2 Data recording

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

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

All laptop connection by the teams to the vehicles is forbidden during qualification sessions and races, from the pre-grid area to the Parc Fermé.

Any additional electrical connection to the vehicle wiring harness is not allowed. Installations set up by the Series Organiser are exceptions to this rule.

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

### 2.13.3 Other radio-based or electronic devices

The use of other radio-based or electronic devices in the vehicle (e. g. telemetry, mobile phones) is prohibited. The only exception is the usage of the built-in tyre pressure monitoring system, which uses radio transmission for its functionality.

## 2.14 Miscellaneous

### Seals

The following seals are affixed at the workshop:

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

If seals and marks are applied to the vehicle by the Technical Scrutineers or Porsche, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the vehicle can be disqualified from the event.

If one of the seals on the engine control unit is opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers.

Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after closure of the "Parc Fermé".



### Sealed engine after rebuild



### **Repairs subject to notification requirements**

Non-observance of the mandatory reporting regulations:

If it is established during the technical inspection that seals have been opened without the approval of the Technical Scrutineer, the Technical Scrutineer reserves the right to refuse to pass the Technical Scrutineering.

The repair or replacement of a car's body damaged after a crash must be requested in writing from the Porsche Carrera Cup France's Technical Manager. After repair or replacement of the body, a new technical verification must take place, under the entrant's own initiative.

### **Cameras**

The use of on-board cameras is mandatory. Mounting and fasteners must be checked by the Technical Scrutineer.

A mounting of original Porsche AG is available and can be used to install the camera on board. Recorded images must remain at the disposal of the organisers and race management throughout the duration of the season. The use of rights of all images belongs to Porsche France. Recorded images can be used in private but should not be forwarded to third parties.

Between the starting light and the end of Parc Fermé of each session, the memory card/USB stick recording the datas of the camera shall be taken out of the car only by a 2020 Porsche Carrera Cup France organisation member. A non-respect of this rule can lead to the entrant and his car to be excluded from the event.

It is mandatory that your memory cards are very easily identifiable. We therefore ask you to affix on the memory cards at least the race number of the car to which the memory card corresponds to this in order to facilitate the collection and the identification of the cameras on board during a race incident.

### **Notes**

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. Any permitted changes may only serve the intended purpose.

Any adding or removal of material, heat treatment or coating to alter a part's properties and/or dimensions is forbidden. Mounting a part in a different way or location than original delivery condition is forbidden.

The decision of the Series Organiser shall be final regarding any interpretation of these Regulations.

The Series Organiser reserves the right to amend and extend these rules (in consultation with the FFSA).

## Part 3 - Appendix

### Appendix 1 – 2020 overall and badge Regulations\*

It is mandatory to affix those badges to the drivers' racing suits as prescribed in this regulation for the entire event. Embroideries of the official partners of the Porsche Carrera Cup France will be automatically affixed on racing suits at the locations specified in this regulation.

This rule also applies for guest entrants in Porsche Carrera Cup France. Guest and substitute drivers must affix these embroideries on their racing suit.

Please note that for the embroidery/affixing of badges to racing overalls (FIA Standard 8856-2000) the following rules applies:

- Embroidery sewn directly onto the overall shall be stitched onto the outermost layer only. Backing material of badges shall be fireproof and in conformity with the standard ISO 15025 (NOMEX).
- The backing used for affixing the badge to the overalls shall be fireproof and in conformity with the standard ISO 15025 (NOMEX). Embroidery thread used to affix badges shall be fireproof and in conformity with the standard ISO 15025 (NOMEX).
- When affixing badges and signs to overalls, heat-bonding shall not be used.
- Any embroidery or affixing of badges not complying with these conditions will result in the cancellation of the homologation of the overalls concerned.

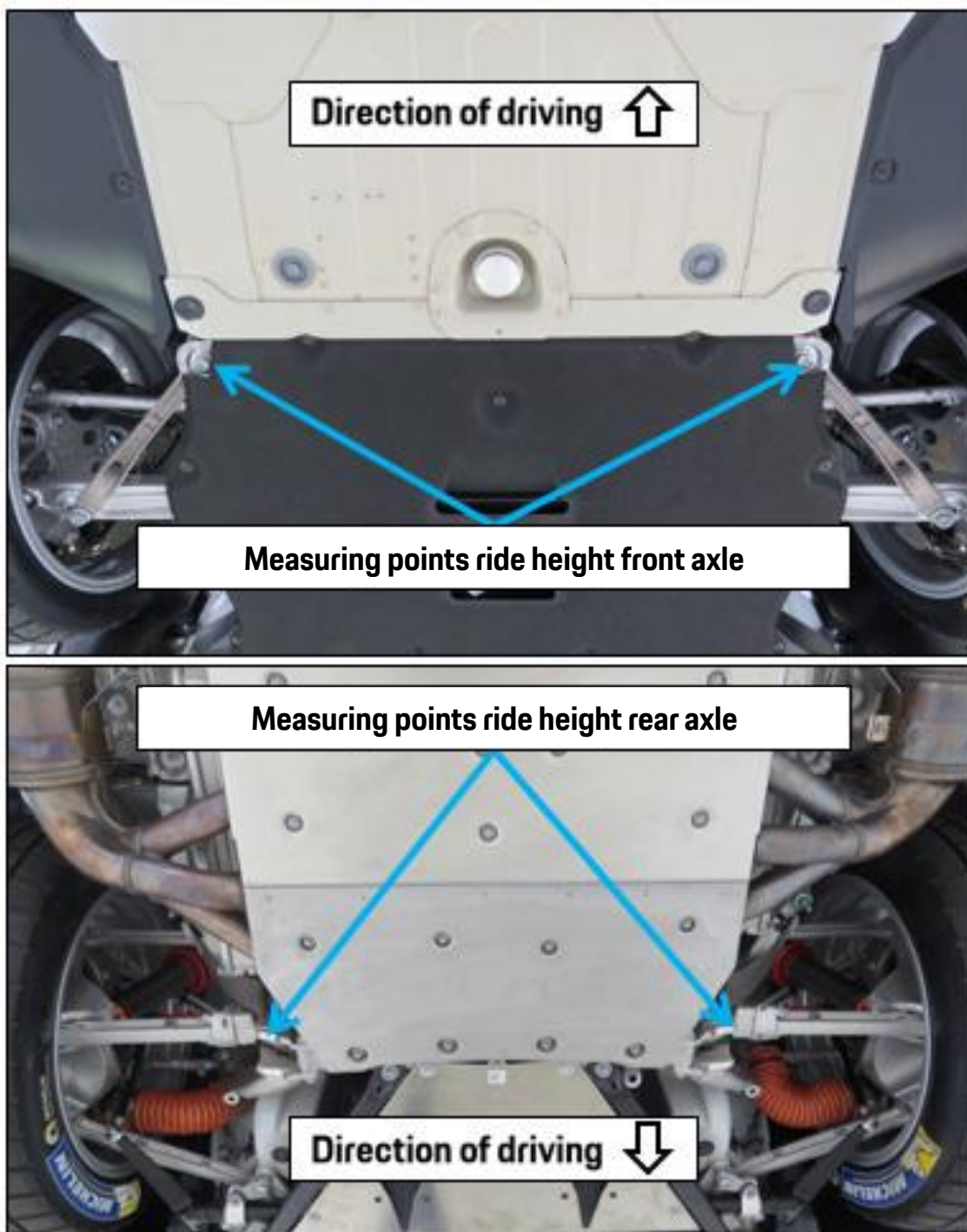
Please use the following positions for the affixing of obligatory badges:

- A) Porsche Carrera Cup France Logo (Width 130mm)
- B) Mobil 1 Logo (Width 130mm)
- C) Michelin Logo
- D) Driver/team Logo (Width 130mm)
- E) Driver/team Logo (Width 130mm)



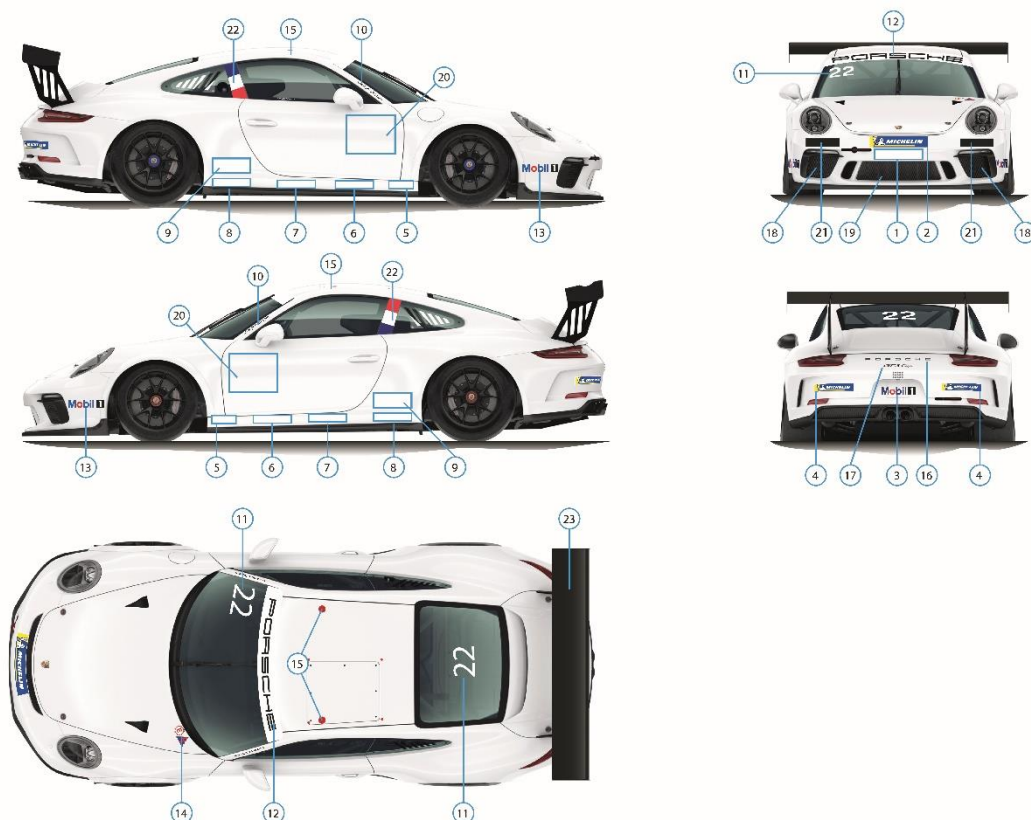
\*Subject to amendments.

## Appendix 2 - Minimum ground clearance, rear and front axle





## Appendix 3 - 2020 Sticker Regulations\*



### Porsche Carrera Cup France - Stickers Regulation 2020

Number	Quantity	Size (mm)	Colour	Logo / Symbol	Placement
1	1	318 x 40	Black or white	Reservation PORSCHE	Front bumper
2	1	557 x 120	Michelin original colours	MICHELIN	Front bumper
3	1	290 x 70	blue-white-red or white	MOBIL 1	Rear bumper, affixed on delivered plate
4	2	361 x 61	Michelin original colours	MICHELIN	Rear bumper, left and right
5	2			Reservation PORSCHE	Side sill, left and right
6	2		Official logo	Sport & Plus	Side sill, left and right
7	2		Black or white	Instagram Porsche France	Side sill, left and right
8	2		Official logo	RS Magazine	Side sill, left and right
9	2	210 x 77	White or black	BOSS	Side area, left and right
10	2		Black or white	www.porsche.fr	A-pillar, left and right
11	2	220 height	White	Starting number and Name	Windscreen, top rightRear window, top center
12	1	cut into shape		Porsche Logotype	Windscreen
13	2	290 x 70	blue-white-red or white	MOBIL 1	Front bumper, left and right
14	1			Flash for current interrupter + E for extinguisher	Front bonnet, left
15	2		Red with white outline	Mouting of integral two-mount rescue device	Roof
16	1		Black or white	Porsche Logotype	Rear lid
17	1	477 x 45	Black or white	GT3 Cup	Rear lid
18	2		Black	Masking only permitted when central radiator has already been completely masked, please refer to the technical manual	Side radiator mesh, left and right
19	1		Background: black, logo: white	Isolated team logo permitted. No futher branding	Center radiator mesh
20	2	359 x 250	White with black frame	Starting number plate, Series identification	Left and right door
21	2	318 x 40	Black or white	TAG HEUER	Area above daytime running light unit
22	2		Official colors	Driver's National Flag	A-pillar, left and right
23	1	cut into shape		Porsche Logotype	Rear spoiler

**Please note:**

The mandatory stickers are to be obtained only from Porsche Carrera Cup France.

The minimum space between stickers must be 30mm.

The sticker positions 1 to 18 are strictly reserved for Porsche Carrera Cup France.

If position 1, 6, 7, 8 are not occupied by Porsche Cup France, they shall be available for team identification purposes upon written request to Porsche Carrera Cup France until availability is revoked.

All positions in direct visibility of the on-board cameras in the interior and exterior areas of the racing car are reserved for Porsche Carrera Cup France and cannot be used by the teams (unless with a written approval).

Only the name of the team (painted in white) can be written on the front central air entrance.

**Exclusivity rule:**

Advertising for team partners that compete with partners of Porsche AG, Porsche Carrera Cup France and/or cooperation partners shall be prohibited.

With regards to the exclusivity of the partners of Porsche AG following rules apply (the exclusivity rule refers to the industry sector or to the product range of a manufacturer):

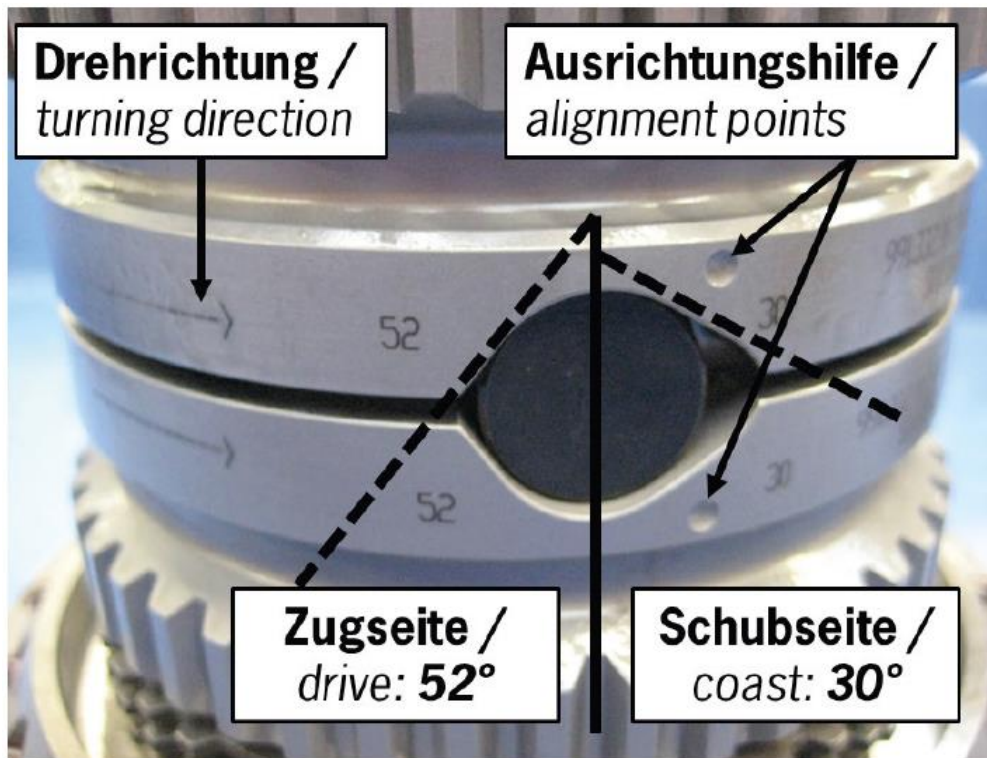
- Mobil 1 is the exclusive partner of Porsche AG for lubricants, thus prohibiting teams to communicate or advertise for companies or products that are rivals of Mobil 1 lubricants.
- Regarding fuels, teams are allowed to communicate or advertise for other companies under the following conditions and according to the decision of Porsche Carrera Cup France Organisation:
  - o The product brand "fuel" has to be clearly distinguishable from the company brand, e.g. "V-Power" or "Ultimate".
  - o A team with a maximum 4 race cars may communicate or advertise for one fuel brand. The date of signature of the contract is fundamental.
- In general, there will be no exception for partners of exclusivity 1.

Partners of exclusivity 2 can be granted an exception upon written request for one product category and one exception per team.

The classification in exclusivity 1 and 2 will be defined individually per partner and published in a separate list. For any questions or additional information, please contact Porsche Carrera Cup France.

Throughout the season, team partners can be exempt from this rule if the official series or cooperation partners have not been announced until the 15.03.2018. Information concerning the current status can be requested to the Porsche Carrera Cup France Organisation.

## Appendix 4 - Differential lock, ramp angle



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

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

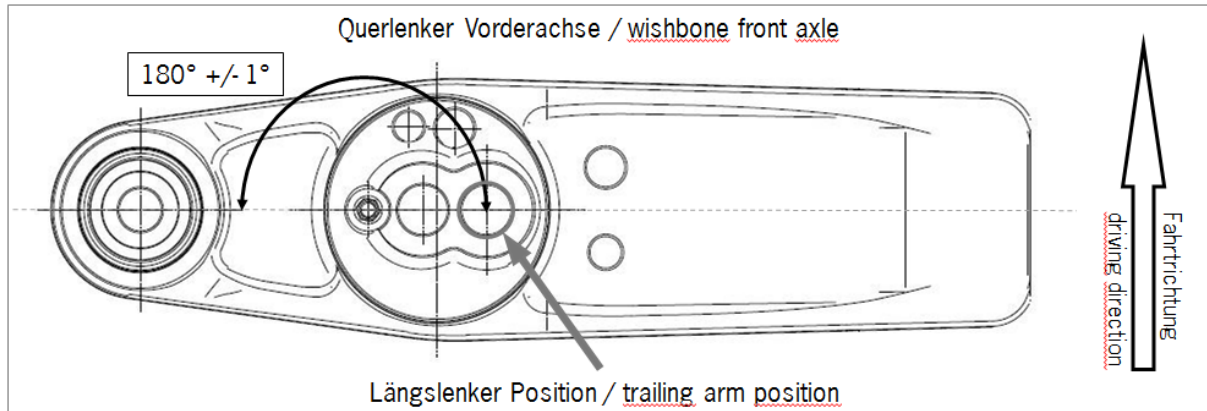
**Druckstück /** thrust peace  
**Druckstück /** thrust peace

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

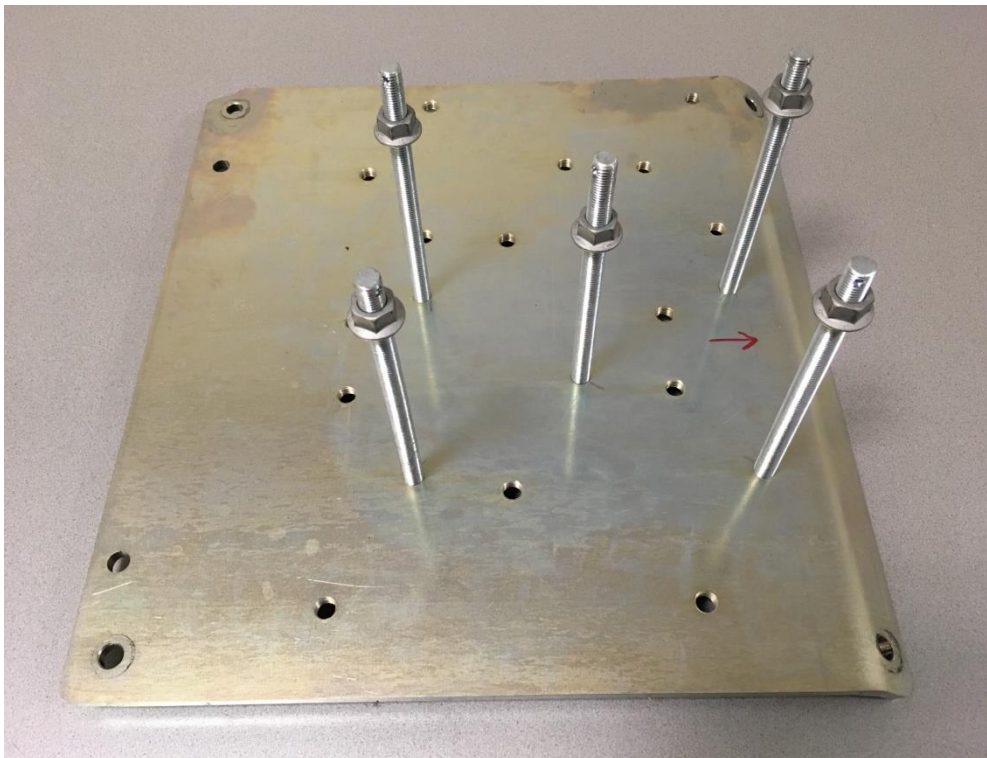
**Druckring /** disk ring  
**Tellerfeder /** belleville spring



## Appendix 5 – Wishbone



## Appendix 6 – Ballast weights



## Appendix 7 – Underbody cover

991.504.601.8A - not allowed to be used



991.504.601.8B - allowed

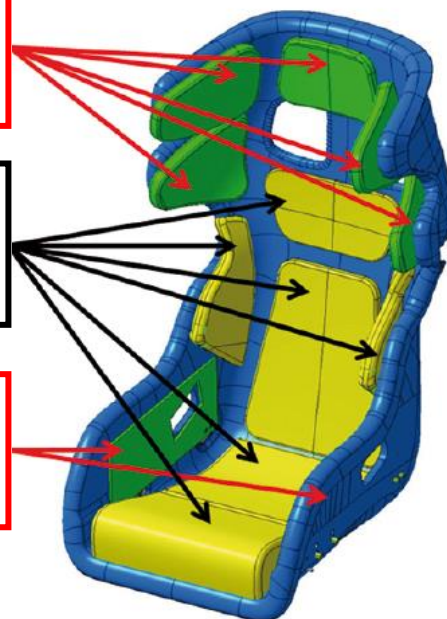


## Appendix 8 – Seat padding

Homologation relevant: 5x paddings, must not be changed, removed or upholstered, available in three sizes

Not homologation relevant: 6x paddings, may be changed, removed or upholstered as well as replaced by a foamed insert, available in three sizes.

Homologation relevant: 2x paddings, must not be changed, removed. Upholstery allowed.



## Appendix 9 – Identification of original Porsche windscreens

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



## Appendix 10 – Contacts

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