



Part 1 – SPORTING REGULATIONS 2026

Name of the Series:
Porsche Sprint Challenge Benelux

Status of the Series/Events: National

Foreword:

CUP CHALLENGE BENELUX B.V., hereinafter called the Series Organiser, is hosting the Porsche Sprint Challenge Benelux for 2026.

Organisation Cup Challenge Benelux B.V.
 Maastricht Randwyck
 Robert Schumandomein 2
 6226 ES Maastricht
 The Netherlands
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 Licence number: KNAF 323

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1 INTRODUCTION

The Porsche Sprint Challenge Benelux 2026, herein after called the Series, is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), and the National Sporting Regulations of the KNAF. It will be run in conformity with these Sporting and Technical Regulations, of the FIA Appendix J (Art. 277), the Code of driving conduct.

For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Porsche Sprint Challenge Benelux Regulations, followed by the KNAF Regulations and thereafter the Supplementary Regulations.

The Series in 2026 consists of 15 races, held at 5 events and organised as circuit races.

Drivers are allowed to participate alone or race with a team mate, sharing the qualifying and races among them as specified in these regulations.

The Series is supported by the following companies or products (subject to change):

- Michelin.
- OnGrid.
- Pogona.

With the signature on the “Application for Entry”, the “Application for Substitute Entry” or the “Application for Guest Entry” each Competitor and Driver of the PSCB confirms the acceptance of these Regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and appendices. The Competitors and Drivers are responsible for ensuring that all persons connected to their entry will observe and follow the conditions and rules of these Regulations.

If required during the season, the PSCB Regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorisation by the KNAF. This information is to be provided in writing, for example in a Series Bulletin published on the website of the KNAF or in an event Bulletin.

Within these regulations, terms referring to natural persons are applicable to all genders.

2 ORGANISATION

2.1 Series Organiser

Cup Challenge Benelux B.V., hereinafter called the Series Organiser, is hosting the Series for 2026.

Cup Challenge Benelux B.V.
Maastricht Randwyck
Robert Schumandomein 2
6229 ES Maastricht
The Netherlands

Contact

Mr. Lars Plato
Series Manager of the Porsche Sprint Challenge Benelux

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2.2 Name of the parent ASN

KNAF – Knac Nationale Autosport Federatie.

2.3 ASN Visa/Registration Number

The Series based on these Sporting and Technical Regulations has been approved by the KNAF on the date with permit number indicated in the footnote of this document.

2.4 List of Permanent Officials

- Permanent Race Director.
- Permanent Deputy Race Director.
- Series Technical Delegate.
- Series Sporting Manager and Teams' Relation Officer.
- Series Race Secretary

2.4.1 The Organising Committee

- Lars Plato, Series Manager – PSCB, Cup Challenge Benelux BV.
- Esmeé Rosman-Kroon, Operations Manager – PSCB, Cup Challenge Benelux BV.
- Etienne Ploenes, Technical Manager – PSCB, Prospeed Competition BV.

Members of the Organising Committee may delegate functions and responsibilities where appropriate to others.

The address of the Organising Committee is that of the Series Organiser (see above).

2.4.2 The Sporting Committee

A Sporting Committee for the Series will be established comprising of the following people or their nominated representatives:

- The Series Manager.
- The Series Technical Manager.
- The Series Sporting Manager.

The role of the Sporting Committee will be to resolve any issues arising in respect of interpretation or application of the Series Sporting and Technical Regulations which do not fall within the exclusive remit

of the Officials of the event and will include taking decisions on:

- Any questions concerning points, the final results or the classification of the event.
- Registration, entries, obligation to participate.
- The categorisation of the Drivers.
- Respect of the Porsche Sprint Challenge Cup Code of Conduct.
- Questions about the entry fees

Decisions taken by the Sporting Committee shall be final and are not subject to protest or appeal.

2.4.3 The Sporting Manager

The role of the Series Sporting Manager is primarily to assist the Officials of the Series in their duties. The Sporting Manager will also see, within his field of competence, that the PSCB Sporting and Technical Regulations governing the Series are respected, make any recommendations he deems necessary to the Race Director and/or the Stewards and draw up any necessary reports concerning the Series.

The Sporting Manager may assist Competitors and Drivers with the knowledge and understanding of the regulations and may offer suggestions, where appropriate. The Sporting Manager does not have the authority to amend the regulations during the season, and it remains the responsibility of the Competitor and Drivers to understand and adhere to the regulations in all respects.

2.5 Regulations and legal basis of the series

2.5.1 General definitions and Porsche Sprint Challenge Benelux Code of Conduct

The PSCB is a Series characterised by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the Series, i.e., participants, Teams with all employees and team members, Drivers, Officials and organisation, make a significant contribution to how the Series is perceived – both internally and by the public – and to the atmosphere in the Series through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem in which the Series and its participants are held by the 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 PSCB and to comply with the rules of conduct of the Series.

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

- Treat all participants, Officials and the organisers respectfully.
- Follow the laws and the rules of the sport, 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.
- Inform those involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance.
- Cooperate with all other persons involved to develop and improve the Series and its status further on a continuous basis.
- Respect the laws and local customs in the countries visited by the Series.

Participants who are found to have committed one or more of the following acts may be excluded by the Series Organiser from the Series or may be suspended or disqualified by the Stewards from taking part in one or more competitions. Entry fees that have already been paid to the Series Organiser cannot be (re)claimed:

- Failed to comply with the rules of good conduct.
- Breached any of the regulations.
- Drawn attention to themselves through unsporting behaviour on or off to the track.
- Expressed or conducted themselves in a disrespectful way towards other participants, Officials, organisers, etc.
- Ignored the specifications, instructions, meetings of the Series organisation and/or other official bodies in the context of the organisation and holding of an event.
- Ignored agreements that have been reached (including between Competitors, Teams and Drivers) and / or do not meet obligations of performance.
- Did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged.
- Brought the Series into disrepute.
- Has open and due invoices at the organisers company Cup Challenge Benelux BV, Prospeed Competition BV or one of the companies of this motorsport group.

Specific mandatory requirements or restrictions in respect of behaviour of participants, or specific conditions of participation, may be published by the Series Organiser to minimise the risks of, and maximise protection against any pandemic disease. It is essential that these requirements are followed by all participants and any breach of these requirements would be deemed a serious infringement of the Porsche Sprint Challenge Benelux Code of Conduct. Competitors are responsible for ensuring full compliance by every person associated with their entry.

2.5.2 Regulations and documents applicable

The Series is governed by the following Regulations and documents:

- FIA International Sporting Code (ISC) and its appendices.
- The KNAF Reglementenboek 2026
- 2026 Reglement Autorensport Nationaal
- These Sporting and Technical Regulations of this Series.
- The KNAF approved Series Bulletins and any Stewards' Bulletins (Event Bulletins).
- The Supplementary Regulations.
- The "Applications for Entry", the "Application for Substitute Entry" or the "Application for

- Guest Entry” signed by the Competitor/Driver.
- The Drivers’ Briefing notes and presentation slides.

2.5.3 Effectiveness of the Regulations and Ranking

In the event of a conflict between the entry documents and these regulations, then the current version of these regulations shall take precedence.

2.5.4 Official language

Only the English text is binding.

In case of interpretation, the KNAF jurisdiction is the responsible authority.

2.5.5 Responsibility, changes to the rules of participation and cancellation of the event.

The participants (Competitors, Team members, Drivers, car owners, registered keepers and Team guests) attend and take part in any Series at their own risk. They are solely responsible under civil and criminal law for all damage caused by themselves – or for damage to the cars used by them, as far as no exclusion of liability has been concluded.

It is recommended that the participants take out an insurance for all damage caused by them.

Once an event starts, changes in the form of Bulletins may only be published by the Stewards.

The Supplementary Regulations for Series events may only be changed by the KNAF or during the event, by the Stewards.

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

3 ENTRIES

3.1 Registrations/Entries, entry closing date and obligation to participate

Application for entry to the Porsche Sprint Challenge Benelux must be submitted by a Competitor using the official “Application for Entry” form, supplied by the Series Organiser and must be received by the Series Organiser by 20.04.2026. If the completed “Application for Entry” is received later than this date, it may only be considered at the sole discretion of the Series Organiser.

An extension to an already accepted application of a Competitor may be considered after the closing date. An additional “Application for Entry” for each Competitor must be submitted in writing and requires written approval by the Series Organiser.

Each Competitor must nominate his representative in writing on the entry form.

If a Competitor is unable to be present in person at the competition, he must nominate his representative(s) in writing to the Stewards.

The representative of an entered car during any part of a competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

The Series Organiser reserves the right to refuse an “Application for Entry” at its own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series. The written acceptance will be accompanied by an invoice. The entry fee invoice shall be paid fully no later than seven days after the date stated on the invoice.

Only when the complete entry fee relevant to the entry has been received by the Series Organiser, as well as all invoices from Prospeed Competition BV, Cup Challenge Benelux BV, Porsche AG and her subsidiaries have been paid, will a Competitor be entitled to participate in the PSCB Series or single event.

All applications must be fully completed and signed by the Competitor licence holder, via the onGRID platform. As an exception, the application can be sent to the following address:

Cup Challenge Benelux BV

Lars Plato
Maastricht Randwyck
Robert Schumandomein 2
6229 ES Maastricht
The Netherlands
lars.plato@prospeed.be

3.1.1 Permanent Drivers

A Competitor may only apply for a permanent Driver (pair) to participate in a permanently entered car.

By submitting the “Application for Entry” the Driver(s) automatically enter(s) the Overall Driver Championship.

By submitting the “Application for Entry”, the Competitor and nominated Driver(s) confirm their full understanding of and adherence to the Sporting and Technical Regulations of the 2026 Porsche Sprint Challenge Benelux (“PSCB”).

3.1.2 GT3 CUP Class

The GT3 CUP Class is only eligible for Drivers entered with a Porsche 911 GT3 Cup (type 992), Porsche 911 GT3 Cup (type 991.2) or Porsche 911 GT3 Cup (type 991.1).

If the number of cars per car type exceeds 4 cars, the GT3 CUP Class may be split into different groups at the sole discretion of the Organiser.

3.1.3 CAYMAN Class

The CAYMAN Class is only eligible for Drivers entered with a Porsche 718 Cayman GT4 RS Clubsport, 718 Cayman GT4 Clubsport MR, or Porsche Cayman GT4 Clubsport (type 981).

If the number of cars per car type exceeds 4 cars, the CAYMAN Class may be split into different groups at the sole discretion of the Organiser.

3.1.4 Guest Drivers

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

The Series Organiser may allow Guest Drivers to participate at individual events providing that each Driver satisfies the conditions pertaining to the rules of participation for the respective classification rounds. Registered Competitors and Drivers are given priority with regards to their entitlement to participate.

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

Guest Drivers participate with a car that is entered for individual events only and without a previously existing competition number for the entire Series. Guest Drivers may participate in a car that has been used by a previous Guest Driver but with a (new) unique competition number.

Guest Drivers will be awarded points and may participate in any podium ceremonies as applicable.

The Series Organiser reserves the right to enter cars under its own “Application for Entry” and to permit additional entries to individual races.

3.1.5 Authorisation

With the submission of the “Application for Entry”, “Application for Substitute Entry” or the “Application for Guest Entry”, Competitors authorise the Series Organiser to submit entry forms on their behalf for those events which host races which form part of the Series in 2026 (block entry). Direct nominations to the promoters by the participants are not permissible. Furthermore, the Competitor/Driver agrees that Porsche AG always has access to the reports and documents of the Technical Support Manager and Technical Delegates.

The Series Organiser also reserves the right to permit additional entries to individual events of the Series and even to permit additional entries to the Series. Should one of the named participants (Drivers) or a Competitor not take part in a race or an event, the Competitor must notify the Series Organiser of the absence in writing as soon as possible.

3.1.6 Participation in another Series within the same event

Participation in one other Series within the same event is allowed.

3.1.7 Driver transfer between Teams

A Driver may transfer from one Team (Competitor) to another during the season, but only if the Series Organiser gives its consent in writing. Any Driver wishing to transfer to another Team (Competitor) must complete an “Application for Entry” and submit it to the Series Organiser.

3.2 Commitment to participate

Upon full season registration, a Competitor and Driver commit to participate at all races of the Series in 2026 without exception.

3.3 Failure to participate in an event

A Competitor or Driver who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser as soon as possible, providing detailed justification in written form no later than 48 hours before the start of the competition (FIA ISC Art 2.1.7.a refers), stating any mitigating reasons.

The Series Organiser may report a failure to comply with this deadline to the Stewards.

The Series Organiser may accept a request for non-participation from a Competitor and/or Driver at his sole discretion. Any failure to inform the Series Organiser or to submit justification may be deemed a contravention of these regulations. Failure to participate may result in a fine of up to EUR 3,000 per car or Driver per event unless the Series Organiser has previously received and accepted a request for non-participation from the Competitor and/or Driver.

3.4 Entry Fees

3.4.1 Permanent Entries

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

- | | |
|---|-------------------------------------|
| • Full Season entry Porsche 911 GT3 Cup (992.1) | 12.500 EUR (plus VAT if applicable) |
| • Full Season entry Porsche 911 GT3 Cup (991) | 10.500 EUR (plus VAT if applicable) |
| • Full Season entry Porsche GT4 RS | 11.900 EUR (plus VAT if applicable) |
| • Full Season entry Porsche non GT4 RS | 9.900 EUR (plus VAT if applicable) |

Included in the Permanent Entry Fee

- Entry fee for one car and one Driver (pair) for a full season.
- Team catering pass for the driver(s) per event.
- Use of shared pit garage (one garage is shared with two cars).

3.4.2 Guest Entry Fee

The registration/entry fee for a Guest Entry to event is 2.700 EUR (plus VAT if applicable) for each car per event.

Included in the Guest Entry Fee

- Entry fee for one car and one Driver (pair) for one PSCB event
- Team catering pass for the driver(s) per event
- Use of shared pit garage (one garage is shared with two cars)

3.4.3 Entrée fee conditions

The Series Organiser will issue an invoice (including VAT where applicable). An invoice will be issued after the Series Organiser has assessed the individual “Application for Entry”. The invoice is neither a confirmation of the “Application for Entry” nor of acceptance of entry to the Series.

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

Once the “Application for Entry” has been accepted and confirmed in writing by the Series Organiser and the entry fee has been paid in full and in due time the entry is valid, and the Competitor is entitled to participate.

Force majeure, labour disputes, civil disturbances, action by official bodies and other unforeseeable, unavoidable and serious occurrences, in particular restrictions and measures due to pandemics, shall release the Series Organiser from his duties to perform regarding the scope of services. In case of cancellation of services, the Series Organiser will accordingly try to compensate the cancelled services with other services or refund a reasonable part of the entry fee to the Competitor.

3.5 Conditions

By entering the PSCB the Competitors and Drivers accept the terms and conditions indicated on the PSCB Entry form. The Series Organiser reserves the right to refuse any entry with notification of the refusal. The Stewards have the right to terminate the entry of a Competitor and/or the Driver(s) during the season in case of unsportsmanlike conduct, infringements of the Sporting and Technical Regulations, or refusal to pay open invoices as per art. 3.1 of these regulations, without refunding any entry fee.

3.6 Competition Numbers

All Drivers entered shall be allocated with a unique competition number for the entire season. Drivers participating under substitute or Guest entry status shall be allocated a competition number by the Series Organiser from the pool of numbers remaining.

Once a competition number has been assigned to a Driver, the number will remain with that Driver for the remainder of the season, and, if a change of chassis is necessary, the number (and corresponding

type allocation) will be transferred to the new chassis.

4 LICENCES

4.1 Required grade of licence

4.1.1 Drivers/Substitute Drivers

All Drivers must be in possession of a current and valid national or international Driver's racing licence, including a current medical certificate of aptitude and starting permission from their ASN to compete in the Porsche Sprint Challenge Benelux 2026. This license must be issued by an FIA-affiliated ASN, of Grades

- ☒ ITB,
- ☒ ITC-C (Circuit),
- ☒ National (Circuit),

Who are registered for the Porsche Sprint Challenge Benelux 2026 and have paid the entry fees are eligible.

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

In the case of a combined Driver/entrant licence one of the Drivers of a car may be registered as the official entrant. In case of separate Driver and entrant licences a separate valid and ASN supplied entrant licence needs to be registered.

4.1.2 Age Regulations

In compliance with the valid KNAF Licence Regulations and Appendix L, International Sporting Code.

4.2 Conditions for Competitors outside their National Territory

KNAF licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the Series.

For every competition, foreign Competitors/Drivers must present the written authorisation of their own licensing ASN.

5 INSURANCE, LIABILITY EXCLUSION AND DISCLAIMER.

5.1 Series Organiser's/Promoter's Insurance

The insurance company and policy number will be stated in the Supplementary Regulations for each event.

5.2 Declaration by all participants on the exclusion of liability

All participants (i.e. Competitors, Team members, Drivers, car owners, registered keepers and Team guests) and any members of their families attend the event at their own risk and know connected third parties and their goods may risk damage, injury, commercial loss including resultant loss. They are solely responsible under civil and criminal law for all damage caused by them, or for damage to the cars used by them, as far as no exclusion of liability has been concluded.

By submitting the 'PSCB Entry form' document, the Competitor and Drivers agree, within the scope of the events, to waive any claims for liabilities and/or damages of any kind against:

- Porsche AG and its representatives, sponsors and suppliers.
- the Series Organiser, its representatives, affiliated companies, sponsors and suppliers.
- FIA, KNAF, RACB, their presidents, executive bodies, managing directors and general secretaries.
- D'leteren Porsche Import (Porsche Belgium), Pon Porsche Import (Porsche Netherlands), Autosdistribution Losch (Porsche Luxembourg), and their legal representatives.
- Series Organiser representatives of the events, Stewards, Race Directors, Clerks of the Course, circuit owners, ASN-Officials.
- the authorities, racing services, and all other persons involved in the organisation of the event.
- the circuit construction authorities, in so far as damages are due to the condition of the track and track equipment used for the event.
- the various agents of all the persons and authorities mentioned above except for injury to a person's life, body or health or any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

The Competitor and Drivers further agree to also release:

- the other participants (Competitors and Drivers), their assistants, the owner and keepers of other cars.
- their own, Competitors, Drivers (special agreements to the contrary between the Competitors and Drivers shall prevail!) and assistants.

From liability for damages of any kind, which might occur in connection with the events (test-days, practice and qualifying sessions, warm up, race, all pre- and post-race activities) except for injury to a person's life, body or health or of any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

It is recommended that the Competitors/Drivers purchase an insurance for any and all damage caused by them.

5.3 Vehicle Owner's disclaimer

Only required, if a Competitor or Driver are not the owner of the entered car (see specifications above). The car owner agrees with the participation of the car specified on the Entry form in the event of the PSCB 2026 and confirms that he waives any claims or rights to pursue action for damages in connection with the events against the parties, persons and agents mentioned in article 2 of these Regulations.

6 EVENTS

6.1 Calendar of Events

The Porsche Sprint Challenge Benelux 2026 consists of the following events:

Event 1	2/05/2026	Circuit Zolder – New Race Festival
Event 2	04/06/2026	Circuit Zandvoort, Porsche Experience NL
Event 3	09/07/2026	Circuit Zandvoort, Summer Trophy
Event 4	25/09/2026	Circuit Spa, Spa Six Hours
Event 5	23/10/2026	Circuit Assen, Final Races

Each event consists of qualifying and 3 races.

6.2 Maximum number of cars authorised

Subject to the maximum number of permitted cars being defined in the circuit licence or by the Series Organiser.

The maximum number of cars allowed to take part in practice and to start any race is calculated according to Supplement n°2 of Appendix O to the FIA International Sporting Code.

If the number of applications to enter any round exceeds the maximum number as calculated above or a lower number given in the Supplementary Regulations of the Event, the Competitors will be selected according to the following criteria:

- 1) full season Competitors.
- 2) additional entries from full-season Competitors.
- 3) race-by-race Competitors who have already taken part in a previous round.
- 4) any other criteria decided by the Sporting Committee.

7 CLASSIFICATION

7.1 Awarding of points

The winner of a race is the Driver who crosses the finish/control line first and passes the chequered flag as leader, whether this is after the scheduled time (30 minutes) has lapsed, or for any reason the end-of-race signal is given under green flag before the scheduled time has lapsed, or when the race is ended under Safety Car procedure, or even after a red flag has been given and the race is stopped and not resumed, taking into account all penalties.

All laps of the race circuit covered after starting the race will count. The reconnaissance or installation lap, formation lap, outlaps and slowdown lap do not count.

All Drivers who started the race will be classified considering the elapsed race time providing that they have completed at least 75 % of the actual race time covered by the winner. Drivers who have completed the same number of laps will be classified in the order in which they last crossed the finish/control line.

If the race duration is shortened or the race is stopped and not resumed, the Drivers will be awarded the points as indicated below, providing that at the time the race is stopped the leader has covered

the following distance:

- ° at least 50 % of the actual race time = 100 % points
- ° less than 50 % of the actual race time = 50 % points.

7.2 Switch classes

A Driver can switch classes during the season. Points scored in one class will not be transferred to a new category. The class where a Driver is allocated in is communicated on the Official Entry list and, whenever possible, on the timing screens. Should the timing system not be able to clearly indicate the respective class of each PSCB Driver, then an alternative way of communicating will be determined and specified in the Supplementary Regulations.

7.3 Table of points

Participants who satisfy the conditions for the allocation of points in the Overall and/or GT3 CUP or CAYMAN Classification for the individual races shall be awarded the following points in the order in which they are ranked in the final classification of each race, in accordance with the rules for the Overall and/or GT3 CUP or CAYMAN Classification.

1 st place:	25 points	9 th place:	7 points
2 nd place:	20 points	10 th place:	6 points
3 rd place:	16 points	11 th place:	5 points
4 th place:	13 points	12 th place:	4 points
5 th place:	11 points	13 th place:	3 points
6 th place:	10 points	14 th place:	2 points
7 th place:	9 points	15 th place:	1 point
8 th place:	8 points	16 th and any following place:	0 points

7.4 Classification

There is an Overall Driver Championship Classification and a separate Driver Championship for each of the classes of the Porsche Sprint Challenge Benelux.

The Overall Driver Classification is the sum of the points scored in the overall classification and in the classification of the respective class.

The Class Championship Classification is the sum of the points scored in the respective class.

All results of the individual races count towards the respective final Championship Classification at the end of the year. There are no void or 'dropped' results.

Drivers sharing the car with a teammate and therefore participating only in one of the first two races of an event score double points for the race they participate in, while receiving no points for the race their teammate is driving. Both score points for the third race, which is shared amongst them.

Example of two drivers racing as teammates:

	Driver 1 (racing race 1 + part of race	Driver 2 (racing race 2 + part of race 3)
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	3)	
Race 1	200% of championship points scored	0 points
Race 2	0 points	200% of championship points scored
Race 3	100% of championship points scored	100% of championship points scored

The winner of the 2026 Porsche Sprint Challenge Benelux is the entered Driver with the highest total number of points in the overall Championship Classification from all the races.

The winner of the Class Championship is the entered Driver with the highest total number of points in the respective Class Championship Classification from all the races.

7.5 Equality of points

- a) Points for all the positions which are tied will be added together and shared equally.
- b) If there is a tie of positions in the Series classifications at any time, the positions will be determined by the highest number of first place results, then second place results and so on achieved at the given time during the Series in the classification in question until the tie is resolved.
- c) If, after application of this rule, a tie remains, the decision is made based on the individual highest scoring car.

7.6 Publication of points

Points standings will be published by the Series Organiser in the official digital noticeboard after the end of each event.

Should an error in any classification require a correction to be made after publication, this will be done by the Sporting Committee.

The points classifications will be considered final seven days after the end of the last event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made.

In case of any disputes concerning point or prize attributions, these will be decided by the Sporting Committee.

8 PRIVATE PRACTICE AND TESTING

There is no restriction to private practice or tests.

9 ADMINISTRATIVE CHECKS

The Competitor and Driver must ensure that all the necessary documents as set out in these regulations are submitted by the correct date and time for licence verification. Failure to comply with this requirement may result in Driver(s) not being admitted to the list of authorised participants for

the event. The following documents must be presented by the Driver/Competitor:

- Valid Competitor's licence
- Valid Drivers' license
- ASN authorisation (if required)
- Medical Certificate of Aptitude

The requirements for completion of administrative checks and licence verification applies to all events and official season tests.

9.1 Timetable for administrative checks.

The timetable will be published on the digital noticeboard. It may also be issued through the Supplementary Regulations and/or a Team information communication.

Competitors and Drivers must comply with the timetable for administrative checks. Any failure to do so may be reported to the Stewards.

All Competitors and Drivers may be required to submit a signed declaration at each event regarding the validity of their licence and any necessary authority to participate. Where this is required, Competitors will be informed by the Series Organiser, and the Competitor must submit the declaration by the time specified in the official timetable/schedule for the event.

10 MEETINGS AND COMMUNICATION

10.1 Drivers' Briefing

The time and location of the Drivers' Briefing will be published in the Supplementary Regulations of the event. All Drivers, together with their Competitor's authorised representative, must be present through-out the Drivers' Briefing.

The requirement to attend any scheduled Drivers' Briefing applies to all events and official season tests. A Driver may not take part in an event or a test session until he/she has attended the respective Drivers' Briefing or, where agreed by exception, received a personal Drivers' Briefing from the Race Director.

The Drivers' Briefing notes and presentation material issued by the Race Director are considered formal instructions which must be complied with.

Any non-attendance or late attendance may result in a fine of EUR 200,00 being imposed by the Stewards. Any Driver operating a mobile device (phone, tablet, etc) during the Drivers' Briefing, other than for the purposes of the Drivers' Briefing, will be deemed to be absent and will be referred to the Stewards.

The Drivers' Briefing at events may be delivered by way of video conference or by PowerPoint presentation with Race Director voice-over which will be made available to Teams electronically, along with written briefing notes.

In either of these cases, all Competitors and Drivers must submit, by the time specified in the official timetable/schedule for the event a signed declaration that they have viewed and understood the presentation.

At the end of the Driver's Briefing, an opportunity will be provided for any questions to be raised with the Race Director, and any such questions and answers will be made available to all Competitors and Drivers.

10.2 Team Managers' meeting

The time and location of the Team Managers' meeting will be specified in the internal event schedule which will be posted on the digital noticeboard. Participation is mandatory. Any non-attendance or late attendance (according to the list of signatures of attendees) may incur a penalty. Any written instructions issued at the Team Managers' meeting must be complied with. For every Competitor licence only the Team Manager indicated in the "Application for Entry" is authorised to participate. If any Team Manager cannot participate in the Team Managers' meeting, they can send a substitute who is authorised to represent the Competitor. Any substitute must be announced in writing as soon as possible, but no later than the start of the administrative checks of the respective event.

10.3 Noticeboard

In accordance with Article 11.9.4 of the FIA International Sporting Code, the Event Organiser's digital noticeboard OnGrid will serve as the official medium for announcements. All Competitors, Drivers and Officials will be given appropriate access details.

11 SCRUTINEERING/TECHNICAL CHECKS

11.1 Technical Scrutineers.

At the start of and as required, during each event all cars will be inspected by one or more Technical Scrutineers licenced by a FIA-affiliated ASN. The names of the Technical Scrutineers will be stated in the Supplementary Regulations or in a Stewards' Bulletin. They may be provided by the promoter or by the Series Organiser.

Any car can be selected at any time by the Stewards for a further technical examination, including examination outside the event venue.

The Technical Scrutineers are entitled to check any aspects of the cars in competition at any time during the event and may conduct checks without prior request from the Clerk of the Course or the Stewards.

The Technical Scrutineers may require a car or parts of it to be dismantled by the Competitor to verify the conditions of eligibility or conformity are fully satisfied. Competitors must supply the Technical Scrutineers with the parts and samples necessary.

The Technical Scrutineers are responsible for the operation of the Parc Fermé and are the only persons authorised to give instructions in this respect to the Competitors. Competitors and Drivers shall always

follow the instructions of the Technical Scrutineers regarding the checking and re-inspection of cars.

11.2 Initial Scrutineering

At each event the Competitor must present his car and the Driver must present the compulsory Driver's safety equipment at Technical Scrutineering at the published times.

Unless a waiver is granted by the Scrutineers or Stewards, Competitors who do not keep to the set time limits (stated inspection periods) may not be permitted to take part in a competition.

The car must be presented in the configuration as it will be used in the competition (including competition numbers and advertising). It is the Competitor's responsibility to ensure that the car fully always complies with the applicable Technical Regulations throughout the competition, commencing with initial scrutineering.

The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

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

- a) Certificate for rollover structure.
- b) Certificate for the FT3 fuel tank.

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

Once initial technical scrutineering is completed, the car may only leave the paddock (other than to go on track) with the permission of the Series Organiser.

Any car that was permitted to leave the paddock must be presented again to the Technical Scrutineers before taking any further part in the competition.

It is the Competitor's responsibility to present the car to the Technical Scrutineers.

No car may take part in a competition until it has successfully passed and accepted the initial scrutineering checks.

11.3 Subsequent Scrutineering

After qualifying and each race, the cars must be brought to the Parc Fermé area by the route described in the Drivers' Briefing.

The Parc Fermé area of the Series will be identified in the Supplementary Regulations for each event and in the Drivers' Briefing notes.

The route from the finish line to the Parc Fermé is subject to the Parc Fermé provisions.

All cars must be driven by the relevant Drivers in full racing equipment to the Parc Fermé after each qualifying session and race. This does not apply to the Technical Scrutineers and their assistants or to nominated drivers for podium cars.

All cars are subject to Parc Fermé conditions until the end of the protest period and until released by Technical Scrutineers or the Stewards. During this time, no work of any kind may be performed on the cars.

Once in the designated area, no car may be touched, moved or removed without the permission of the Technical Scrutineers/Stewards.

No individual may enter Parc Fermé without the permission of the Technical Scrutineers.

11.4 Repair, replacement of car, engine or gearbox

Cars that have been involved in an accident at any time during an event are to be presented to the Technical Scrutineers again.

Any repairs identified by the Technical Scrutineers must be undertaken by the Competitor and the car represented to the Technical Scrutineers.

It is the Competitor's responsibility to do so before taking part in the competition again.

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

A Competitor may not replace a car that has already been entered, 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 Stewards seeking permission to enter a replacement car and it shall be at the sole discretion of the Stewards whether to accept or reject the application.

Where the Stewards accept such an application, that acceptance may be given subject to specific conditions. Where the replacement of a car is accepted after qualifying, it will start the race from the back of the grid.

The Technical Scrutineers will report the results for each car scrutineered to the Stewards. These results will not include any specific figures or data except where a car is found to be in breach of the technical regulations.

In any case, the only work which is permitted to be carried out on the cars is that necessary for its normal servicing, set-up changes, repair or for the replacement of parts worn through use or accident.

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

11.5 Data

The Technical Scrutineers or their representative(s) have always the right to download any of the logged data in the cars, or to request previously downloaded data by the Team and to set factory parameters.

11.6 Technical compliance (see technical Regulations)

Should a car be found to be in breach of the PSCB Technical Regulations or any other Regulations relevant for the technical compliance of the car this will be reported to the Stewards for penalty evaluation.

At all times, the Stewards might disqualify the car from the competition or championship.

12 RUNNING OF THE COMPETITIONS

12.1 The Track and Track Limits

Drivers must always use the track and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are part of the track, but the kerbs are not.

If any Driver, identified by a Judge of Fact, leaves the track (unless for reasons beyond his control) his Team Manager will be informed via the official messaging channels and he may be penalised.

Should a car leave the track for any reason, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A Driver will be judged to have left the track if no part of the car remains in contact with the track.

12.2 Pit lane safety

The following pit lane safety rules must be followed:

- a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into at least two lanes. The lane closest to the pit wall is designated the “fast lane”. The lane closest to the garages is designated the “working lane” and is, unless an exception is specified elsewhere or by the Race Director, the only area where any work may be carried out on a car.
- b) At the start of the first qualifying session or the outlap towards the starting grid, cars must be pushed out of the garages, be parked in the working lane at an angle of 45 degrees nose out towards the fast lane, must not move or leave their allocated working space until the pit exit light goes green. Queuing before the pit exit red light in the fast lane is **not** allowed unless exceptions are explained differently during the Drivers’ Briefing.
- c) Unless instructed otherwise by the Race Director, during all qualifying sessions, cars must be parked at an angle of 45 degrees, nose IN towards the pit garages, whenever they are stopped in the Team’s pit lane area. When a car is ready to leave its pit lane area, the car must be pushed backwards (not reversed under its own power) with a Team member responsible for ensuring the car is released safely and without impeding other cars. This also applies after a red flag interruption in a qualifying session.
- d) Unless instructed otherwise by the Race Director, after the chequered flag at the end of any session, cars must be pushed backwards into the garages (not reversed under its own power).
- e) The fast lane is to be kept unobstructed to allow always safe passage of cars. It is the responsibility of each Competitor to release his car from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane.

- f) The maximum speed in the pit lane during any session is 60 kph (unless otherwise specified in the Drivers' Briefing) and will be monitored. The onus shall be on all Drivers to take due care and drive within the pit lane speed limit.
- g) Cars must not be released from a garage or pit stop position in a way that could endanger pit lane personnel or another Driver.
- h) During any pit stop, the Driver must turn off the engine as soon as the car stops. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join a race, the Driver must start the engine from his seat, using only those means available on board the car. It can only be restarted when the four wheels are on the ground.
- i) Competitors must not stick tape, nor paint lines on any part of the pit lane. No equipment may be left in the fast lane.
- j) If the pit exit light is set to green, a car may enter or remain in the fast lane, only with the Driver sitting in the car behind the steering wheel in his normal position and under its own power.
- k) Refuelling is not allowed during qualifying and races.
- l) Drivers must respect the designated pit entry and must not cross the white line at pit entry and pit exit, details of which will be provided in the Drivers' Briefing.
- m) During any session there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn Drivers leaving the pit lane if cars are approaching on the track.
- n) The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car will be strictly enforced. Any non-compliance will be reported to the Stewards. Engines must not be running while a car is on jacks or other temporary supports, except for tuning.
- o) No work of any kind is allowed on the cars in Parc Fermé conditions, including the use of skates, unless specifically instructed by the Technical Scrutineers. The car must be lowered and standing on its wheels and may not be lifted again.
- p) Except under red flag procedure in an race, all work on cars in the pit lane must only be undertaken in the Competitor's own allocated working area in the working lane. No work may be undertaken in the fast lane or elsewhere in the working lane.
- q) The Series Organiser will supply the Teams with a pit lane allocation, indicating their position in the pit lane during any sessions or races. This allocation will be distributed before the start of the event and posted on the digital noticeboard.
- r) Should a Driver, at any time during the execution of a pit stop, hinder another Driver, for instance by driving slowly in the pit lane or inappropriately parking the car, the incident may be referred to the Stewards who may impose a penalty.

- s) All equipment must be kept in a safe position towards garages, and behind the white line in front of the garages, as soon as cars leave their pit areas at the start of/and during any session.
- t) No equipment may be positioned on top of the pit wall unless it is firmly secured in position and no part of the equipment can cross to track side of the pit wall. It is forbidden to fix any equipment to the debris fencing on top of the pit wall.
- u) Competitors, Team members and Drivers are responsible for the conduct and safety of their guests in the pit lane area.

During qualifying and races, access to the pitlane is exclusively reserved for those persons specially authorised and having a specific job to do.

At the end of any session, no guests will be allowed in the pitlane until after all cars have entered Parc Fermé and / or stopped in their pit bay.

Guests must always carry the correct credentials. Any guest found in the pit lane without the correct pass will be excluded from the pit lane and the Competitor will be reported to the Stewards. No guests under the age of 16 are permitted in the pit lane.

- v) Competitors, Team members and Drivers must ensure that their guests always respect the pit lane regulations and always be vigilant. To this end, it is the responsibility of each Competitor and/or Driver to give a briefing to each individual guest regarding pit lane safety.
- w) Competitors, Team members and guests must always wear closed footwear in the pit lane, open footwear is not permitted. It is strongly advised that long trousers (not shorts) are worn by Team members. Competitors are responsible for informing their guests of suitable clothing standards when in the pit lane, including footwear and a recommendation for long trousers (ladies and gentlemen) together with covered shoulders.
- x) Only Team members (all of whom are issued with special identification and Drivers are allowed in the signalling area / pit wall during any session. Team personnel are only allowed in the pitlane immediately before they are required to work on a car and must withdraw as soon as the work is complete.

12.3 Qualifying

Unless otherwise indicated in the Supplementary Regulations, Stewards' Bulletin, or Drivers' Briefing, the qualifying at each competition is structured like this:

The qualifying session starts when the pit exit light turns green.

Qualifying for race 1: 15 minutes

For qualifying session 1, all cars must wait for the starting signal (green light) in the working lane, parked at an angle of 45 degrees, nose OUT toward the fast lane. No queuing in the fast lane is allowed. Cars are only allowed to exit their working area as soon as the pit exit light turns green.

Break minimum of 5 minutes between the first and the second qualifying.

During the break, cars will be in Parc Fermé conditions in the working lane.

Only change of tyres, check of tyre pressure and change of Driver is permitted during the break. This break equals the period between the end of qualifying session 1 as shown on the timing screen, and the green lights indicating start of session 2.

Qualifying for race 2: 15 minutes

For qualifying session 2, all cars have to wait for the starting signal (green light) in the working lane, parked at an angle of 45 degrees, nose IN towards the pit garage. No queuing in the fast lane is allowed. When a car is ready to leave the working area, the car must be pushed backwards (not reversed under its own power) with a Team member responsible for ensuring the car is released safely and without impeding other cars.

During qualifying all cars must be parked at an angle of 45 degrees, nose IN towards the pit garage.

In case two Drivers are entered on one car, each Driver must drive one qualifying session and drive the associated race. Which one, from the two Drivers, drives which qualifying session is free to choose. The Team must announce the starting order to the series organisation at the Drivers' Briefing.

If the weather conditions change between the 2 qualifying sessions, the Race Director can allow the following changes:

- Change of tyres
- Anti-roll bar adjustment
- Position of the wing

All Drivers must qualify for the respective races. Admission to the starting grid and the races is determined by the classification of the qualifying session and the maximum number of cars according to Appendix O of the FIA International Sporting Code and Supplementary Regulations.

If the number of cars entered for a competition exceeds the number of cars which are permitted to participate in a race according to the circuit license, the cars eligible to start the race will be determined by the result of the respective qualifying session. Cars classifying worse than the maximum number of cars eligible to race on the circuit in question will not be permitted to participate in the race.

If a car which has qualified for the race is unable to participate in the race for any reason, succeeding cars may fill in according to the qualification classification.

At the end of each qualifying session, all cars which participated in the qualifying session are subject to the Parc Fermé rules. The Parc Fermé time period starts immediately after the qualifying session is completed. Any car still out on track is allowed to complete that lap to take the chequered flag and must then make its way into pit lane or Parc Fermé. It is not allowed to connect laptops or any device serving the same purpose to the car. In case of technical problems, the Technical Scrutineer or his representatives might grant a team the right to, under their supervision and in consultation with the Stewards, break the Parc Fermé regulations to the extent that it is necessary to repair the damage.

No Driver may start a race without having taken part in an qualifying session unless authorised by the Stewards.

Admission of Drivers who have not qualified will be considered by the Stewards after a written application by the Competitor/Driver. Any decision of the Stewards regarding this is final. If a Driver is unable to set a meaningful lap time in an qualifying session, one factor which may be considered is whether the Driver set a suitable lap time in a pre-event testing. However, the Stewards are under no obligation to accept any application from any Driver who has not met the qualifying criteria and their

decision in this respect is not subject to appeal.

Should circumstances force the cancellation of the qualifying session, the start order of the cars for qualifying will be defined by the results of the preceding race. For the first start of the season, the order of the cars will be determined by a draw. Guest Drivers will be placed at the back in the order of their competition numbers.

Starting order for the second race, in that case, will be according to the final classification of race 1 (the provisional classification will be used, in case no final classification is available in time) and the starting order of the third race based on the average fastest lap time of race 1 and race 2.

12.4 Incidents during qualifying practice sessions

In the event of a driving infringement during the qualifying practice sessions, the Stewards, after having received a report from the Race Director, may impose a penalty.

If a Driver, in the opinion of the Race Director and/or Stewards causes a qualifying session to be stopped or neutralised (e.g., by initiating a Full Course Yellow or a red flag), he may receive a penalty.

The Race Director may interrupt qualifying sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In that case the clock will stop. The Race Director may choose not to restart the session period after an interruption.

Should a qualifying practice session be stopped by a red flag for any reason, all cars must reduce their speed smoothly and safely to 80 kph and proceed with extreme caution back to their pit allocation in the working lane.

If a qualifying session is suspended (red flag) and subsequently resumed, then Competitors are permitted to work on the cars. However, if a qualifying session is stopped and not continued then all work must cease, and all cars will be under Parc Fermé conditions from the point in time when it is declared that the session will not be resumed.

Should a qualifying session be stopped and cannot be resumed, the following will apply:

- a) If less than 7 minutes have been completed the session will be deemed null and void, and the rules for cancellation of qualifying session (art. 12.3 of these regulations) will be applied.
- b) If 7 minutes or more have been completed, the qualifying session classification will be used to set the starting grid.

12.5 Races

The 2026 Series consists of 15 races, held at 5 events organised as circuit races.

The races will run to a time limit of 25 minutes (race 1 and 2) and 45 minutes (race 3).

If a race is cancelled because of force majeure or for safety reasons, the Series Organiser reserves the right to reduce the number of races or to designate a replacement event. The Series Organiser is under no obligation to reschedule a race in its original format within an event.

12.6 Starting Grid

The starting grid for the races will be determined by the fastest lap times achieved in qualifying and the maximum number of cars according to the requirements of the circuit licence.

The fastest lap time in qualifying session 1 determines the starting grid for race 1.

The fastest lap time in qualifying session 2 determines the starting grid for race 2.

The average of the fastest lap times in qualifying session 1 and 2 determines the starting grid for race 3

Should any Driver(s) not set a lap time, but given permission by the Stewards to take part in the race, the Driver will be placed at the back of the starting grid in the following order:

- 1) First, the Driver(s) who has started a timed lap from the pit lane, in the order of their position in the championship standings or for the first event based on a draw.
- 2) Then, the Driver(s) who has not started a timed lap from the pit lane, in the order of their position in the championship standings or for the first event based on a draw.
- 3) Drivers whose entire lap times were deleted by decision of the Race Director or the Stewards, must in all cases start the race at the back of the starting grid. Should more than one Driver have his lap times removed, their starting positions at the back of the grid will be determined by a draw.

To calculate the average of the fastest lap times in qualifying sessions 1 and 2 and to determine the starting position for race 3, a standard lap time of 3 minutes will be used for each qualifying session in which no lap time was set (for reasons other than cancellation of a qualifying session).

12.7 Starting mode of the race

The races will be started with a rolling start with side-by-side formation unless amended by instruction of the Race Director.

At the start of the race, the cars will leave the pit lane to cover only one (partial) installation lap, or as otherwise defined in the Drivers' Briefing. At the end of this lap, they will stop on the grid in starting order with their engine stopped.

All cars will be lined up in a 1 x 1 side-by-side formation for the rolling start and the rows on the grid will be separated by at least 8 metres. The car appointed to start in the first position will be positioned on the pole position location, designated as such by the circuit licence.

Any car which has not left the pit lane at the "pit lane closed" time may start the race from the pit lane if able to do so.

Any car which re-enters the pit lane when approaching the grid must start the race from the pit lane.

Any car that leaves the pit lane but stops before arriving on the grid and is unable to continue under its own power will be removed to a place of safety. At the sole discretion of the Race Director, it may be recovered to the pit lane. If the car is subsequently able to start the race, it may do so from the pit lane. Such car may join the race when the pit exit light is turned to green once all cars on the grid have started the race and have passed the pit lane exit.

12.8 Starting Countdown

The approach of the start will be announced by signals shown five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible and visible warning.

The pit lane exit will be open for 5 minutes for cars to go to the starting grid.

5-minute signal	Pit exit closed. Any car failing to leave the pit lane by that time, will have to start from pit lane.
3-minute signal	On the display of the 3-minute signal or audible signal, no more work is allowed on the cars and the cars must be lowered and standing on their wheels on the track and must not be lifted again. It is allowed for teams to use sunshades whilst on the grid to cool the car and the Driver. All such devices must be removed by the time of the 3-minute signal. All personnel must leave the track and, except for one mechanic per car, must be fully clear of the grid by the 1-minute signal is given. Drivers must be in their car in full racing clothing wearing their helmet with their seatbelts fully fastened.
1-minute signal	On the display of the 1-minute signal or audible signal, engines will be started. All remaining personnel except any Officials, must be fully clear of the grid by the time the 15-seconds signal is given.
15-seconds signal	All remaining personnel except any Officials, must be clear of the grid. Fifteen seconds after this signal has been given a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order.

12.9 Formation lap behaviour

During the formation lap, practice starts are forbidden, and the formation must be kept as tight as possible, with a maximum of five car lengths between the cars. Cars in the pit lane are not permitted to participate in the formation lap.

If a Driver has a problem on the grid at the start of the formation lap, then the Driver must make himself known to the starter, by means such as flashing the head lights, waving his arm, pushing hazard button, etc.

If the Driver can restart the car and leave the starting grid under its own power, even if this occurs before he was overtaken by the last competing car and then joins the formation lap, then the Driver must drop back or remain at the back of the field. The delayed car is never allowed to overtake and re-establish the original starting order but must always start at the back of the field. If more than one Driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

In this case only, Drivers may pass the delayed car to re-establish the original starting order.

If the starter decides to delay the start of the formation lap, the yellow flashing lights will be switched on. Then the green lights will be illuminated, and Drivers must complete a further formation lap. The race distance will be reduced by two minutes each time this occurs.

A penalty may be imposed on any Driver who either unnecessarily overtook another car during the formation lap or caused the start to be delayed.

When leaving the grid all Drivers must proceed at a greatly reduced speed until clear of any Team personnel or marshals standing beside the track.

Marshals will be instructed to push any car remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

If the Driver can restart the car, then he must wait in the pit lane until the race has started and then may join the race once the last car has passed the pit lane exit.

12.10 The Start

The start is performed as a rolling start. Instructions given in the Drivers' Briefing must be followed.

If, at the end of the formation lap, the rolling start is aborted, yellow flashing lights will be switched on when the field approaches the Line and red lights and flags will be shown around the track. All cars must reduce speed smoothly and safely to 80 kph and proceed directly with extreme caution back to the starting grid. The Driver must turn off the engine as soon as the car stops on the grid.

The original starting order is restored, and the rolling start procedure with the leading car, completing a further formation lap, will be repeated all over again, starting from the 3-minute signal. The race distance will be reduced by five minutes each time this occurs.

12.11 Change of weather conditions - Wet Track Procedure

A Wet Race or Wet Track is announced based on a decision by the Race Director by displaying the , "Wet Track" board. Messages will also be displayed on the electronic timing screens and/or messaging where possible.

If a "Wet Track" board is displayed or announced before the race starts, the start process is subject to the following conditions:

- A. During the Pre-Start procedure (when the cars are still waiting in the working lane before the light turns green)
- B.
 - a) The Race Director will confirm where tyres may be changed and the procedure for doing so.
 - b) The normal start procedure will then begin from the 3-minute signal. The Race Director may decide to start the race behind the Safety Car.
- C. During the start procedure (on the grid) before the formation lap:

- a) The Drivers are shown the Start Delayed board.
- b) The Race Director will decide where Teams may change tyres and issue instructions accordingly.
- c) The normal start procedure will then begin from the 3-minute signal. The Race Director may decide to start the race behind the Safety Car.

D. During the formation lap:

- a) The start is aborted.
- b) The Race Director will decide where Teams may change tyres and issue instructions accordingly.
- c) The normal start procedure will then begin from the 3-minute signal. The Race Director may decide to start the race behind the Safety Car.

Only, 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 pit lane. The start or re-start may be from the pit lane.

Any car running on wet weather tyres must have its rain light and headlights switched on.

A race will not be stopped in the event of rain, unless the circuit is blocked, or the Race Director considers it unsafe to continue.

12.12 Mandatory pitstop in Race 3

During race 3, a pitstop to accommodate the Driver change is mandatory. Solo Drivers will also have to adhere to all of the regulations regarding the mandatory pitstop as they are applicable to cars with two Drivers. The minimum pitstop time is set at 2 minutes, taking into account the time driven from the entry timing loop to the exit timing loop and the obligatory stop for the Driver change. The timing loops will be clearly indicated during the Driver's Briefing. The pit stop must be carried out in front of the designated area of the team. The pit stop must be carried out by passing the pit lane entry timing loop between 18 minutes and 27 minutes respectively of the race. These times will be counted from the start of the race (green light or extinguishing of the red light).

The following Stop & Go Penalties can be applied by the race director if there is a breach of this Article:

- 1) Measured pitstop time too short: Stop & Go Penalty of the missing time
- 2) Any stopping or driving at an abnormally slow speed after the pit stop carried out: Drive-Through
- 3) All speeding over the limit of 60 km/h in the pit lane: Drive-Through
- 4) Start of the obligatory pit stop outside the obligatory pit window: Drive-Through
- 5) Not performing the pit stop: five minutes time penalty

Any other pitstops either within or outside the pit window which do not have the purpose of executing the mandatory driver change are not bound to the reference time.

12.13 Full Course Yellow

The Full Course Yellow procedure can be used during qualifying and race.

If Full Course Yellow is deployed, the message "Full Course Yellow" will be displayed on the time

monitor, and yellow flags will be waved and FCY boards displayed at all marshal posts.

Once the FCY signal is given, all cars must immediately reduce speed smoothly and safely to 80 kph and proceed with extreme caution in a single file, maintaining their relative positions to each other. Any overtaking is strictly prohibited unless a car slows down with an obvious problem.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the FCY is in operation, will be penalised by the Race Director and/or Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit exit road.

If a Driver has a problem on track or must slow down due to a technical issue, he must make this known to the other Drivers behind him by putting on his indicators. In that case the other Drivers will be permitted to overtake the much slower car.

During FCY periods the pit entry and pit exit remain open, and it is permitted to make a mandatory pit stop, but it is not allowed to execute any Drive -Through or Stop & Go penalties.

Once the problem is solved, the Race Director will end the Full Course Yellow procedure and return the track to green by posting a message on the monitors. At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one and to the Line.

A Full Course Yellow period may be followed by a Safety Car intervention if the Race Director considers this appropriate.

12.14 Safety Car

The Safety Car will be deployed according to Article 2.10 of Appendix H of the FIA International Sporting Code.

In addition to this SC rules, the Driver who has a problem on track or must slow down due to a technical issue, must make this known to the other Drivers behind him by putting on his indicators. In that case the other Drivers will be permitted to overtake the much slower car.

12.15 Aborting or stopping the race.

Should it become necessary to suspend or **stop the race** because the circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the Race Director and/or the Clerk of the Course shall order a red flag to be shown at all marshal posts and the abort lights to be shown at the line.

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

- The start will be declared a “No Contest”, however penalties may be imposed for any breaches of the regulations during the aborted/stopped race and at the discretion of the

Stewards (e.g. where the breach has affected another competitor) These may be applied to the restarted race.

- All cars must reduce speed smoothly and safely to 80 kph and proceed directly with extreme caution back to the starting grid. The original starting order will be restored, and the rolling start procedure with the leading car, completing a further formation lap, will be repeated all over again, starting from the 3-minute signal.
- Should all cars be directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Trolleys are not allowed on the grid. Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race and have passed the pit lane exit.
- Should all cars be directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the race from the pit lane when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the pit lane exit.
- Retired Competitors unable to take part in the restart of the race in their original car will be classified as non-starters.
- All Drivers having taken the original start shall be eligible for the restart in their original car (subject to judicial procedures).
- The length of the restarted race will be the scheduled race times less at least 5 minutes – the revised race time will be defined by the Race Director in consultation with the Stewards.
- The grid for the restart will be the original starting grid.
- Empty starting places on the grid, caused by Drivers unable to restart or starting from the pit lane, will not be filled. Empty starting rows will be filled by moving up.
- Refuelling is prohibited.
- The Race Director may decide that the restart will take place behind the Safety Car for operational or safety reasons, in which case this may commence from the pit lane if all cars were directed there.

If the signal to stop the race is given after the leading car has completed 2 racing laps, all cars able to do so must reduce speed smoothly and safely to 80 kph and proceed directly with extreme caution to the pit lane in the knowledge that:

- a) race and service vehicles may be on track.
- b) the circuit may be totally blocked because of an accident.
- c) weather conditions may have made the circuit undriveable at racing speed.

The first cars to arrive in the pit lane must proceed directly to the pit exit, staying in the fast lane and stop immediately before the white line at the red light. All the other cars must line up in the fast lane behind the first car.

The Safety Car will then be driven to the front of the line of cars in the fast lane.

If a race is suspended (red flag) and subsequently resumed, then Teams are permitted to work on the cars in the fast lane. However, refuelling is prohibited, and laptops must not be connected.

If a race is stopped and not continued, then all work must cease, and all cars will be under Parc Fermé conditions from the point in time when it is declared that the race will not be resumed.

Only Team members, Officials and duly accredited television cameramen will be permitted in the pit lane.

The delay will be kept as short as possible. As soon as a resumption time is known, the Race Director will inform all Teams via the official messaging system.

Any car which does not stop in the fast lane and decides to go to its pit allocation/working lane will only be permitted to start after all cars in the fast lane have started in the order they came in the pit lane.

The race will be resumed behind the Safety Car after the pit exit green light is turned to green.

The message "SAFETY CAR DEPLOYED" will be sent to all Teams via the official messaging system, all marshal posts will display waved yellow flags and "SC" boards for the duration of the intervention.

The Safety Car will then leave the pit lane and all Drivers must follow, no more than five car lengths apart.

The Safety Car will enter the pits after one lap (i.e., one out-lap) unless:

- a) The race is being resumed in wet conditions and the Race Director deems more than one lap necessary.
- b) All cars are not yet in a line behind the Safety Car.
- c) A further incident occurs necessitating another intervention.

When the Race Director calls in the Safety Car, it will extinguish all the revolving lights and leave the circuit at the end of that lap to enter the pits. As the Safety Car leaves the circuit the SC flags and boards at the marshal posts will be withdrawn and a green flag will be shown at the Line.

To avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart and should maintain speed and position as they approach the finish/control line. This will apply whether any such car is being driven on the track, the pit entry road or the pit exit road.

Overtaking or overlapping remains strictly forbidden until the cars pass the green flag at the finish/control line.

If a Driver has a problem on track or must slow down due to a technical issue, he must make this known to the other Drivers behind him by putting on his indicators (hazard button). In that case the other Drivers will be permitted to overtake the slower car.

If a race is aborted or suspended after the leader has completed more than 75% of the actual race time then, at the race Director's sole discretion, the race may not be restarted.

If a race is stopped before the time is achieved and the race is not restarted, then the results will be declared based on the classification order when the leading car crossed the control (timing) line for

the penultimate time before the race was stopped.

12.16 The Finish

The end-of-race signal will be given by means of a chequered flag at the finish/control line as soon as the leading car crosses it, after the scheduled time has lapsed. If for any reason the end-of-race signal is given under green flag or under Safety Car procedure, before the scheduled time has lapsed, the race will be deemed to have finished when the leading car last crossed the control line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished after the actual race time has lapsed.

The finish/control/timing line applies only to the track.

12.17 Parc Fermé

After receiving the end-of-race signal, all cars must proceed directly to the Parc Fermé without any unnecessary delay, except for the cars required during the podium ceremony which need to follow the marshal's instructions to proceed to the location specifically dedicated for this.

The Parc Fermé time starts immediately after the qualifying session or race is complete, in other words, as soon as the session expires on the timing screens.

Should a car for any reason not be able to make its way to the Parc Fermé under its own power, it is the responsibility of the Team Manager to communicate this to the Race Director, so an alternative means of transportation can be arranged, unless the car is stopped on track in which case the Race Director and marshals will always order the transportation to Parc Fermé.

The location of the Parc Fermé will be announced in the Supplementary Regulations. In the designated Parc Fermé area only the duly appointed Officials are authorised to give instructions to the competitors who shall always follow these instructions. A mechanic of each Competitor must be available at the Parc Fermé to retrieve SD cards from the cars under instructions of the Series Organiser or any Official on site. The mechanic must be present no later than five minutes after the start of the Parc Fermé period.

Parc Fermé will last at least 30 minutes after the provisional results have been published, though the Scrutineers and/or the Stewards may extend that period for as long as they consider necessary. The Parc Fermé can only be reopened after a decision of the Stewards. The Stewards shall take such a decision after studying the Scrutineers' report.

During the Parc Fermé period, it is not allowed to connect in anyway laptops or any device serving the same purpose to the car. In case of technical problems, the Technical Scrutineer might grant a Team the right to, under their supervision, break the Parc Fermé regulations to the extent that it is necessary to repair the damage.

Any infringement of the Parc Fermé protocol will be reported to the Stewards for penalty evaluation.

TITLE AND TROPHIES

12.18 Podium Ceremonies

The three class winners of each class of each race receive an adequate trophy during the podium ceremony after the race. The podium ceremony may be conducted either directly after the race on the podium or at a later point during the event at an alternative podium structure.

All scheduled podium ceremonies will be communicated in the detailed timetable/schedule of the event.

During the entire podium ceremony, except for the time during which the national anthems are being played, the Drivers on the podium must wear the caps of the tyre manufacturer on their heads with the logo to the front. The ceremony starts with ascending the podium and ends with leaving the podium after the group pictures for the press.

Competitors must nominate a Team member in respect of each of their cars who will return that car from the pit lane to Parc Fermé should its Driver be required to participate in any podium ceremony.

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

12.19 Championship Titles

The PSCB will award titles at the end of the year to the overall champion, the Driver finishing in first position in the GT3 CUP and CAYMAN classification. These titles are respectively:

- a) PSCB OVERALL Champion 2026
- b) PSCB GT3 CUP Class Champion 2026
- c) PSCB CAYMAN Class Champion 2026

Additionally, the first three Overall and class champions will receive trophies at the end of the year ceremony event.

13 SPECIFIC REGULATIONS

13.1 Paddock

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

- c) All trucks must be washed before they are parked in the paddock. The location of the nearest truck wash will be announced by the Series Organiser prior to the respective event.
- d) Except for the official Porsche hospitality, all other kinds of catering structures and cooking facilities are prohibited in the paddock of the Series for safety reasons.
- e) Each Competitor will be permitted one transporter and awning for a minimum of 2 and a maximum of 3 competing cars and must be parked in their designated paddock area and may contain an area at the rear specifically for Team seating and relaxation. Prior to making any change to the on-site set up and working appearance a Competitor must submit a written request to, and receive approval from, the Series Organiser a minimum of 14 days prior to the first day of the event in question. No separate hospitality or entertaining structures will be permitted by Competitors/Drivers within the paddock. During opening hours of the official hospitality no preparation or serving of meals is allowed in Team awnings.
- f) The entire on-site setup, e.g., awnings, trucks or any other temporary structures and their components, must fully comply with the applicable laws of the relevant event venue at the sole accountability of the Competitor.
- g) The Competitor must set up and dismantle any material provided by the Series Organiser to improve the paddock branding.
- h) Teams will be allocated a working area in the pit lane.
- i) At the first event of season 2026, the pit lane allocation will be determined randomly by the Series Organizer. For each subsequent event of season 2026, the pit lane allocation will rotate.
- j) The Series Organiser reserves the right, in exceptional circumstances, to reassign pit lane allocations at its sole discretion.
- k) Team personnel are not permitted to ride on the tyre trolleys or on buggies (or similar vehicles) apart from using the specific seats provided with the vehicle.
- l) Only small two- and four-wheeled motorised paddock vehicles may be used within the paddock and must be authorised by the Series Organiser prior to use. These vehicles may only be used when driven by a current full road traffic licence holder and for race Team related business. Recreational use is strictly prohibited. Private cars and vans are not considered as paddock vehicles.
- m) The speed limit in the paddock at each venue is 10 kph.
- n) Tailgates on transporters must always remain closed, except when loading and/or unloading at the beginning and end of each event.
- o) All personnel working on set-up or dismantling of the paddock area must wear high-visibility clothing.
- p) All paddock vehicles that require personnel to be on the roof (i.e., to affix awnings or flag poles/ flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the safety equipment on the roof.

13.2 Instructions of the Series Organiser and Series Officials

Instructions of the Series Organiser, their personnel, their nominated event and Series Officials, and the paddock supervisors must be always followed.

In the event of failure of any Competitor, Team, Team member, Driver, guest, or other individual to comply with these regulations, the Series Organiser will notify the Stewards who may impose a penalty including a fine of at least EUR 500.00 and up to disqualification from the competition.

13.3 General Safety

13.3.1 Extrication exercise

At each event (if possible), the Series Organiser, in conjunction with the Race Director, Clerk of the Course and event medical personnel, may decide to organise an Extrication Exercise. The Series Organiser shall, by rotation, nominate a Team and Driver to take part in the exercise. The Team and Driver must comply with this request and must ensure the car and Driver, with all racing equipment, are available at the designated date and time in the Series paddock, in full race condition.

Failure to comply with this regulation may result in a penalty. The Chief Medical Officer or the Race Director, at their sole discretion, may elect to replace the Driver with a member of the Medical Team undertaking the exercise.

13.3.2 General Safety Regulations and Drivers conduct on circuit.

The following General Safety rules must be followed:

- The Stewards, Race Director, Clerk of the Course or the Chief Medical Officer can require a Driver to have a medical examination at any time during an event.
- At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person.
- Should a car leave the track the Driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver should take the opportunity to give back the whole of any advantage he gained by leaving the track.
- A Driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place (unless otherwise instructed by the Race Director or marshals).
- It is the Drivers' responsibility to ensure that all clothing is always worn properly and that the seating position is correct, and the seatbelts correctly closed. Especially the latter will be checked by representatives of the Series Organiser at the start of sessions or after pit stops.
- Animals, except those which may have been expressly authorised by the circuit for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- Drivers are strictly forbidden to drive their car in the opposite direction to the specified direction of the track or pit lane unless this is necessary to move the car from a dangerous

position. A car should be pushed to remove it from a dangerous position as directed by the marshals. No car may be reversed in the pit lane under its own power.

- During a qualifying session, the formation lap and races, practice starts are forbidden. In the Drivers' Briefing the Race Director may define a time and place where practice starts will be permitted. It is forbidden to undertake a practice start at any other time or place, or if practice starts have not been authorised.
- At any time whilst on track, Drivers may only use the track and must always observe the provisions of the FIA International Sporting Code and these regulations relating to driving conduct on circuits.
- Official instructions will be given to Drivers by means of the signals set out in Appendix H of the FIA International Sporting Code. Competitors are responsible for always observing and complying with these. At circuits where flag signals are supplemented by light panels/signals, both means of signalling will be deemed to have regulatory value. For reasons of safety, in case of conflicting signals between flags displayed by marshals and the light panels, drivers must comply with the requirements of the signal with the highest level of safety. In order of precedence; red flag, Safety Car, double yellow flag, single yellow flag, green flag.
- A car's head- and taillights must be always illuminated when it is running on treaded tyres and/or the "lights on" board has been shown. The Technical Scrutineers may check the lights at any time until 15 minutes before the green flag. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- Should any session or race run into dusk or darkness all cars must, on the Race Director's instruction, have two front headlights and two rear red lights illuminated. Should any lights fail during the session, no penalty will be imposed but the Race Director may stop a car using the black and orange flag if he considers this is causing an immediate safety issue.
- Throughout all sessions there will be a green/red light at the pit exit. Cars may only leave the pit lane when the green light is on.
- Any Driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- At the end of any session or race, each Driver may cross the finish control line only once.
- If a car stops during any session, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver can restart and drive the car from a dangerous position under its own power and without any mechanical assistance from the marshals, he may re-join.

However, if any mechanical assistance is required to move the car, then the car will be permitted to re-join the qualifying session, but not during the race, and only if the car can rejoin under its own power after having received any assistance. A Driver who abandons a car must leave the steering wheel in place and the car in neutral.

- It is the responsibility of any Driver who is preparing for or aborting a fast lap during an

qualifying session, to attentively monitor his mirrors, yield to the other Drivers and refrain from obstructing anyone else on track. When a car is on a slow lap, it must avoid hindrances and must yield to faster cars approaching from behind. The slower car must indicate and display his intention to stay to the side, which must be off the racing line. That means that cars should indicate the direction they are going to move themselves, not the direction which they expect a faster car to overtake. Cars are permitted to search for a suitable track position (which will be explained in the Drivers' Briefing) without impeding other cars. Beyond that point, it is not permissible to slow down or create gaps. Any Driver causing an incident, if it's brought to the attention of the Race Director, may be penalised.

- Manoeuvres liable to hinder other Drivers such as weaving, more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, even in the pit lane, are strictly prohibited.

Any Driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. For the avoidance of doubt, if the overtaking car's front is alongside the lateral centre line of the car defending his position this will be deemed to be a 'significant portion'.

Any Driver moving back towards the racing line, having earlier defended his position offline, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

Whilst defending in this way the Driver may not leave the track without justifiable reason.

- Overtaking on the inside of a corner.
Any car being overtaken is required to give sufficient room to an overtaking car, if the latter has a significant portion of the car alongside the car being overtaken.
When considering what is a significant portion under such circumstances, the Race Director and/or the Stewards will consider if the overtaking car's front is alongside the lateral centre line of the other car by no later than the turning point into the corner. In general, it will also be taken into consideration if the overtaking manoeuvre was conducted in a safe and controlled manner.
- Overtaking on the outside of a corner.
Any car being overtaken is required to give sufficient room to an overtaking car if the latter has a significant portion of the car alongside the car being overtaken.
When considering what is a significant portion under such circumstances, the Race Director and/or the Stewards will consider if the overtaking car is further forward than the overtaken car throughout the corner. In general, it will be also taken into consideration if the overtaking manoeuvre was conducted in a safe and controlled manner.

13.4 Environmental Regulations

13.4.1 Tyre Cleaning

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

13.4.2 Collection of Hazardous Liquids

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

14 INCIDENTS & INQUIRIES.

"Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is noted by the Race Director, reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:

- a) Necessitated the stopping of a qualifying practice session or the suspension of a race.
- b) Constituted a breach of these Sporting Regulations or the Code.
- c) Caused a false start by one or more cars.
- d) Caused a collision.
- e) Forced a Driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a Driver.
- g) Illegitimately impeded another Driver during overtaking.
- h) Caused a pit lane infringement.

It shall be at the discretion of the Race Director to decide, or the Stewards upon a report or a request by the Race Director, if a Driver or Drivers involved in an incident shall be penalised.

Provided that a breach committed by a Driver during the Competition is completely clear, the case will normally be investigated immediately and decided under the authority of the Stewards. Should a more detailed investigation be considered necessary, the Stewards will investigate the case after the corresponding session or race and report his findings to the Stewards.

Any incident involving more than one car may be investigated immediately or reviewed after the relevant session or race.

If an incident is under investigation by the Stewards, a message informing all Competitors which Driver or Drivers are involved, will be displayed on the timing monitors if possible.

However, failure to display notification that an incident has been placed under investigation will NOT invalidate that investigation or any subsequent decision and/or penalty.

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

The Stewards may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, Series Organiser, or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track. The Race Director shall present any video evidence available and at any time requested by the Stewards including during inquiries with Competitors and Drivers. If the Stewards believe it might be useful to hear the Drivers involved in an incident on track, they will summon the Drivers and the Team managers.

Drivers have always the right to be heard and may address a request to that effect to the Series Sporting Manager. The Drivers attending Stewards inquiries must always be accompanied by an authorised representative of the relevant Competitor.

15 PENALTIES

- The Stewards and/or Race Director may impose anyone of the following penalties (in substitution or in addition to other available penalties) on any Driver involved in an incident:
 - a) Drive-Through penalty. The Driver must enter the pit lane and re-join the race without stopping in the pit lane.
 - b) Stop & Go penalty. The Driver must enter the pit lane, stop in the penalty zone and re-join the race immediately.
 - c) A time penalty of at least 5-seconds to be added into the total race time and to be applied, if possible, before the prizegiving ceremony at the podium.
 - d) A Reprimand.
 - e) A drop of one or more grid positions at the Driver's next race.
 - f) Disqualification from the results.
 - g) A suspension for one or more races.
 - h) Deletion or disallowance of qualifying or race lap times.
 - i) Unsporting behaviour.
 - j) Failure to comply with the instructions of the Series Organiser and the paddock supervisors.

Penalties F and G above can only be imposed by the Stewards.

- In addition to the cases listed in the FIA International Sporting Code and these regulations, the following circumstances or offences may also incur penalties up to refusal of permission to participate, or disqualification of a participant from the competition:
 - a) Non-compliance with the prerequisites for participation.
 - b) Non-compliance with the Regulations in the FIA Code.
 - c) Advertising for brands that compete with the Series sponsors.
 - d) Refusal to undergo a car check that has been ordered.
- If any special examinations or investigations are required and ultimately lead to a determination of non-compliance with the regulations and/or a penalty being imposed by the Stewards, then the costs of such examinations or investigations shall be accepted by the Competitor whose Car is determined to be non-compliant and/or who is subject to such penalty.
- The fact that penalties have been imposed by the Race Director does not rule out more extensive penalties being imposed by Stewards, the relevant ASN or the FIA.
- In the case of disqualification from a competition, the points gained for the relevant race(s) shall be forfeited. In the event of disqualification from participating further in the Series, all points won up to that point shall be forfeited (no other Competitor's or Driver's points will be adjusted).
- The Stewards may impose any penalty they consider appropriate for a breach of the regulations, up to disqualification from the competition. The Stewards may also decide to impose a suspension for one or more competitions of the Series.

- Should the Race Director and/or Stewards decide to impose either a *Drive-Through* or a *Stop-and-Go* penalty, the following procedure will be followed:
 - a) The Race Director and/or Stewards will give notification of the penalty which has been imposed to the Competitor concerned by means of a message on the timing monitors.
 - b) From the time the Stewards' decision is notified on the timing monitors, the relevant Driver may cross the control (timing) line on the track no more than twice before entering the pit lane. In the case of a Drive-Through penalty the Driver must proceed down the pit lane and re-join the race without stopping. In the case of a Stop-and-Go penalty, the Driver must stop in the designated area where they shall remain for the prescribed stop time.
 - c) Unless notified otherwise by the Supplementary Regulations, an Event Bulletin for a particular event or the Race Director Drivers' Briefing notes, the designated area for Stop-and-Go penalties to be served will be in the respective Competitor's pit lane working area. Competitors are responsible for ensuring that their car stops for the prescribed stop time, and this will be checked by the Timekeepers. When the prescribed stop time has elapsed, the Driver may re-join the race. However, unless the Driver was already in the pit entry for the purpose of serving a Drive-Through or Stop-and-Go penalty, they may not enter the pit lane to serve a penalty until after they have passed the green flag on the control line at the end of the Safety Car intervention or while a FCY period is in operation. The number of times the Driver crosses the control line behind the Safety car or during a FCY period will be added to the maximum number of times they may cross the control line on the track. Whilst a car is stationary in the pit lane because of incurring a Stop-and-Go penalty it may not be worked on. However, if the engine stops it may be started after the prescribed stop time has elapsed.
 - d) Should either a Drive-Through or Stop-and-Go penalty be imposed and notified during the last five laps/ten minutes or after the end of the race, or cannot be imposed for operational reasons, then the procedure at (ii)- above may not apply and the penalty may be converted to a time penalty of 30 seconds in the case of a Drive-Through penalty or 35 seconds plus any prescribed stop time in the case of a Stop-and-Go penalty
 - e) Any breach or failure to comply with the above procedure may result in the car being disqualified.
- Should the Race Director and/or Stewards impose a drop of grid positions on a Driver for a future race, the penalty remains with the Driver even if the Driver moves to another Team and/or car.
- In accordance with Article 12.8 of the FIA International Sporting Code, any fine imposed by the Stewards shall be paid within 48 hours of their notification to KNAF (the Parent ASN of the National Series).
- Where a fine is imposed, continued participation in the Series beyond the event at which the fine was imposed may not be permitted until any fine imposed is paid in full.

16 PROTESTS AND APPEALS.

Protests and appeals shall be covered by the FIA International Sporting Code. The protest fee is regulated by the KNAF.

In accordance with the FIA International Sporting Code Article 12.3.4, certain decisions are not subject to appeal. No appeal may be made against any element of decisions resulting in the application of the

following penalties applied by the Stewards or the Race Director:

- a) “Drive-Through” or “Stop-and-Go” penalties, including those imposed during the last laps of a race (or after the race) and converted to a time penalty.
- b) Penalties stating or implying the deletion of one, several or all qualifying and race lap times.
- c) Imposition of Reprimands
- d) Time penalties
- e) Drop of grid positions.

Should a notice of Intention to Appeal be submitted to the Stewards, Competitors should note the provisions of Article 15.5.2 of the FIA International Sporting Code regarding the immediate liability for payment of the appeal deposit even where the declared intention is not subsequently followed up.

17 EXCLUSION OF JURISDICTION OF A COURT AND LIMITATION OF LIABILITY.

The jurisdiction of a court is excluded for decisions of the FIA, the KNAF, their jurisdictions, the Stewards, the Series Organiser and his representatives as judge.

No claim for compensation of whatever kind may be derived from actions and decisions of the KNAF or its jurisdiction as well as of KNAF representatives or the Series Organiser, except in the case of a damage caused on purpose or by gross negligence, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

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

18 PLACE OF JURISDICTION

As far as there is no exclusion of jurisdiction and claims against PSCB / Cup Challenge Benelux B.V. are asserted and a jurisdiction clause is admissible, the Netherlands is herewith agreed as place of jurisdiction.

19 TV RIGHTS/ADVERTISING AND TELEVISION RIGHTS

Copyright, all picture and sound rights as well as all television rights for the Porsche Sprint Challenge Benelux 2026 for both terrestrial broadcasting and cable and satellite television broadcasts, all video rights and all rights for exploitation by all electronic media are held by Cup Challenge Benelux. All manner of recording, broadcasting, repetition and reproduction for commercial purposes without the written permission of Cup Challenge Benelux shall be prohibited.

The Series Organiser is entitled to use exclusively all rights of the Teams and their Drivers, particularly names, logos, Team equipment and car, to produce interactive games of the Series and to assign the

rights to a third party for this purpose.

The Competitors must allow on-board cameras to be mounted to their car by the partner authorized by the Series Organiser to do so. Cameras will be installed (operational) in the car no later than 15 minutes before the start of a session or race.

The footage recorded will always be owned by the Series Organiser and utilized for marketing and promotion activities. Teams are encouraged to share the footage from their own on-board cameras with the Series Organiser representatives for the same purpose.

In case the Series Organiser purchases extra TV-material, whether raw footage or edited, during an Event, the full rights of these images remain in possession of the Cup Challenge Benelux BV under the provisions of any rights agreed upon with the party providing the TV footage services.
