General Regulations for Series run on Circuits / Automobile Sport

Part 2 –Technical Regulation Summary by Porsche Motorsport North America

(v0.1 / 12.11.2025)

Porsche Endurance Challenge

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

Organization: USAC
Porsche Sprint Challenge North America
4910 W. 16th Street
Speedway IN 46224
USA

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Minimum Car Weights

All weights and measurements will be taken in accordance with the Porsche Sprint Challenge Regulations Part 1 – Technical Regulations Summary. All Cars will have a standard Driver Ballast of 185 lbs. added to the Car for all measurements.

Minimum Car Weights
Porsche 911 GT3 Cup (992.1): 3,026 lbs.
Porsche 911 GT3 Cup (991.2): 2,910 lbs.
Porsche 718 Cayman GT4 RS Clubsport (982): 3,150 lbs.

1.11 Fuel type and single fuel

1.11.2 Refueling, refueling installations and control

Car side refueling systems:

Cars must use the below car side refueling system.

911 GT3 Cup (992.1)

Part Number	Description	Vendor
AC-AA-395	Kit Dual Dry Break Fill 992.1	RPXpress



718 Cayman GT4 RS Clubsport (982)

Part Number	Description	Vendor
PMNMTH201615	Refueling System Trophy (Dual Red Head)	PMNA


Filler & vent leak-proof coupling in its location


Filler & vent leak-proof coupling in its location


Filler & vent leak-proof coupling dismounted

Pit Lane Fuel / Refueling

Part Number	Part	Description
BSR-FR FN40	Outlet Flange	Bottom Tank 12-bolt housing
ATL-TF 147	12-Bolt Gasket	2 Needed (Outlet and Vent Flanges)
BSR.FR.R.35GOLD	35.0mm Restrictor	Upper Restrictor (for positive seal to Elbow)
BSR-FR 1981	Bottom 80 deg. Elbow	Female Camlock x 2" Male
BSR.P.5K56.SS	Restrictor Housing	Deadman Outlet, 2" Male to 1 ½" Camlock
BSR.P.5K.RPX.SS	Hose Coupler	1.5" OD barb to Deadman outlet
BSR.FR.DD	Discriminator	Rollover safety valve
BSR.FR.FN39	Vent mounting flange	Top surface mounting flange
1 Deadman Valve:		
BSR-FR-R003	Deadman Valve (new design)	Stainless Deadman Valve
BSR-FR-R002	Deadman Valve (old design)	Brass Deadman Valve

Fuel Rig

For races where refueling is permitted, a single (One) autonomous supply tank complying to FIA Drawing 252-7 is permitted. (Ref. FIA Art 257a Section 6) USAC officials have the ability to make the final decision with regards to compliance.

The tank must have a simple cylindrical internal shape without any additional internal parts to improve flow.

The top surface of the tank must be no higher than 2m (±4.0mm) as measured in pit lane no further than 2 horizontal meters from the edge tank and above the track surface.

The top of the tank must be vented in accordance with FIA Drawing 252-7 and must incorporate a flame arrester.

The bottom surface must have flatness of <3mm inside the tank

The bottom internal surface of the tank must be a single piece and not move.

Any device or process that modifies the internal pressure or temperature of the tank is prohibited.

A weighing system (load cells) under the base is not permitted.

A visible level “sight tube” is permitted but must have isolating valves per Article 1.4.

The Fuel Rig components must be assembled without any degree of freedom in relation to the trolley.

The base of the fuel rig assembly must have a surface area of at least 2 m^2 and ballasted with a weight greater than that of the tank filled with fuel. Any castors used must be self-braking.

Any pressurized containers (nitrogen bottles) used in the base of the assembly must be secured to prevent damage to the valve or regulators installed.

Diagram of Fuel Rig components for FIA 252-7

Fuel Rig restrictor

(Place holder only, no restrictors required.)

Self-Closing "Deadman" Valve

Must be installed after the fuel rig restrictor and always manned during re-fueling

Have a maximum internal diameter of 38mm / 1.5 inch. Typical examples are shown below.

Tank level measurement

If used, a visible level equipped with isolating valves fitted as close as possible to the tank must be mounted to the tank. The series may provide a sensor for measuring fuel level.

1.4.1

Electrical Grounding

All fuel rigs must be electrically grounded to "earth" via the ground wire running along the base of pit wall.

Re-fueling Booms, overhead devices

Overhead arm/boom for supporting lines and hoses are not permitted. Overhead booms for pit signs are permitted but must be approved by USAC.

Maximum length is 4m and a minimum height of 2m over the entire length, including the accessories.

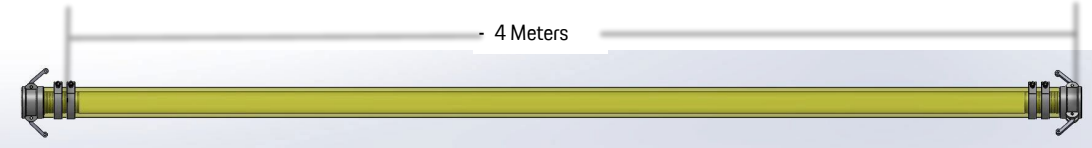
Any lighting equipment installed should not face traffic, must be made of a low temperature, flame proof, and located at least 50 cm from any refueling or ventilation lines. Halogen lights are not permitted.

Re-fueling hose length

Minimum length of the refueling hose is 4m. Measured from either end of the flexible hose and does not include any fittings.

It must be provided with a leak-proof coupling to fit the filler mounted to the car.

During re-fueling the outlet of the air vent must be connected to the supply tank with an appropriate coupling of the same diameter.



Fuel Fill and Vent Hardware

The locking connectors permitted should be "Cam and Groove" style and no larger than 1.5 inch (38mm). The fittings must be unmodified and retain the original wall thickness.
Smooth interior faced (not grooved) hose clamps should be used to avoid cutting the hose. Two (2) hose clamps or a split hose coupling are preferred.

Fuel Fill and Vent Hoses

All hoses and fittings from the supply tank to the car and back must have a maximum inside diameter in compliance with FIA Drawing 252-5. (1.5 inches maximum for Version A) Note: All autonomous fuel rigs must also have a sealed container and a mating receptable to the connector to empty the drain line after refueling.

Fuel Bottles

For Races where it is permitted to use fuel bottles to fuel the car, the following style of bottles are permitted:

The total bottle capacity does not exceed 6 gallons.
The vent hose attached to the assembly must protrude above the top of the bottle when filling the car. Venting to atmosphere is allowed.
A Dual Red Head adapter attached to the bottle is required.

Crew Requirements

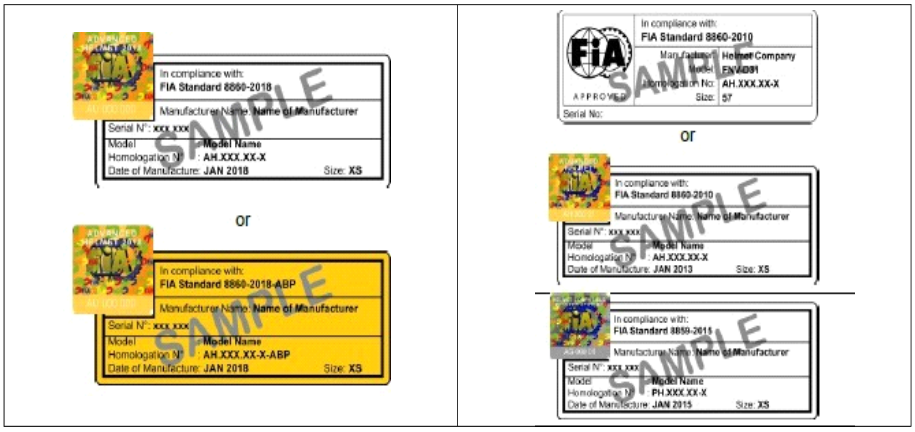
When fueling the Car using a Fuel Rig, 3 crew members are required when fueling as described below.
One person operating the self-closing "Deadman" valve on the fuel supply tank.
One person operating the fuel fill nozzle.
One person equipped with an approved 5 kg (10lb) or greater fire extinguisher located behind the fueler.

Helmets

All members of the fuel team are required to wear helmets meeting the specifications below. This includes the fueler, and fire extinguisher attendant.

Full-face helmets on FIA technical list 25 to a standard below and within expiration dates are permitted.

Any exposed hair must be completely covered by protective, fire-resistant clothing.
All helmets must display the approved unaltered decal as shown below.



Fire-resistant clothing

Only fireproof clothing meeting FIA 8856-2000 or FIA 8856-2018 is permitted, or as approved by USAC.
All crew members operating the fuel nozzle, refueling rig or vent hose must wear overalls, underwear, gloves, balaclava, socks, shoes.
All other crew members over the wall in the working area must be attired as detailed in Article 12.10.
Any Clothing must be unmodified and pass scrutineering checks.
Any Clothing must display the approved unaltered decal as shown in the examples below.

2.5 Brakes

Brake Pad (For races requiring Endurance Pad Compound)
911 GT3 Cup (992.1) cars must utilize the following Front and Rear pads as purchased from PMNA Raceparts for all sessions:

Front Pad: 27mm Part# PMN615PA8087L0127
Rear Pad: 25mm Part# PMN615S1674LD1001

At the beginning of the Race, the front and rear brake pads must be new except for "bedding" time. At the beginning of the Race, the front and rear brake rotors must be new except for "bedding" time. The brake pads and rotors may be "burnished" or "bedded" prior to the beginning of the Race.

For Races mandating a technical pitstop where the brake rotors are required to be changed, the bolt securing the rotor to the wheel hub may be removed for the entirety of the Race. (Part # WHT009852A) See picture below detailing the bolt position #14.

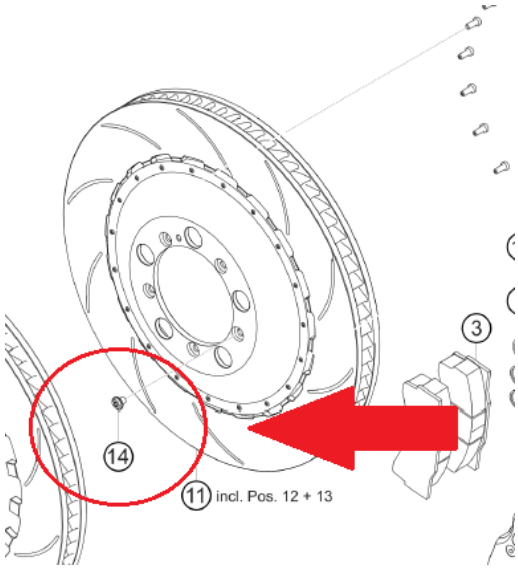


Figure 1: Pos 14 bolt securing rotor to wheel hub.

2.10 Electrical Equipment

For PSCNA, PSCUW, and PECNA sessions, it is permitted to install and utilize the VBOX Pit Lane Timer display (RLVBPITMINI or RLVBPIT). Mounting must be to a metal surface using metal hardware able to withstand an impact up to 30g. VBOX Pit Lane Timer mounting must not impede driver egress from either door. Recommended mounting hardware: VBOX Roll Cage Camera Mount with Thumb Nut (RLAC2296). Competitors are not permitted to install any additional electronic systems such as lap timers, aftermarket data systems, or displays of other types, etc.