

# PORSCHE

## RALLY TROPHY BENELUX

### Technical Regulations 2026

Name of the Series:

Porsche Rally Trophy Benelux

Status of the Series: national

Foreword:

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

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General technical rules .....	3
Article 1 – Accepted cars and definition.....	4
1.1 Accepted cars .....	4
Article 2 – Verifications and technical scrutineering .....	5
2.1 Technical specification-sheet ("spec-sheet") .....	5
2.2 Technical scrutineering .....	5
2.3 Technical check .....	5
Article 3 – Roll cage and body.....	6
3.1 Designation and definition .....	6
3.2 Exclusion of permitted vehicles .....	6
Article 4 – Engine, fuel and map.....	7
4.1 Designation and definition .....	7
4.2 Engine sealing .....	7
4.2.1 Identification .....	7
4.2.2 Restrictor .....	8
4.3 Seals.....	8
4.4 Compliance .....	9
4.5 Maintenance .....	9
4.6 Fuel.....	9
4.7 Engine map.....	10
4.8 ECU and data acquisition.....	10
4.8.1 CDU, ECU, Logger and Powerbox .....	10
4.8.2 Data Acquisition.....	11
Article 5 - Lubricants .....	11
Article 6 - Transmission.....	11
Article 7 – Electrical equipment.....	11
Article 8 – Protective padding .....	12
Article 9 – Suspension and braking .....	12
9.1 Suspension .....	12
9.2 Braking.....	12
9.2.1 Brake discs front .....	12
9.2.2 Brake discs rear.....	12

Article 10 – Tyres ..... 13

Article 11 – Weight ..... 13

Article 12 – Equipment ..... 14

    12.1 Interior equipment ..... 14

    12.2 Safety equipment ..... 14

    12.3 On-board automatic extinguishing system ..... 15

        12.3.1 Manual extinguishing device ..... 15

        12.3.2 Automatic extinguishing device ..... 15

## General technical rules

The 'Porsche Rally Trophy Benelux' hereinafter referred to as 'PRTB' in these regulations.

These Regulations are not written in terms of ban, but in terms of authorisation. Therefore, when reading them, always have in mind that everything that is not expressly permitted is by nature strictly prohibited. Modifications permitted must not lead to a breach of the applicable regulations.

Everything that is not expressly permitted in these Regulations is prohibited. Any addition or removal of material, heat treatment or coating to alter the properties of a part or component and/or its dimensions is forbidden.

Mounting a part in a different way or location than the original delivery condition is forbidden.

All nuts and bolts must be fully tightened (i.e. they must be tightened to the full extent possible using the whole of the available thread) at all times unless specifically stated otherwise within these regulations.

Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules only with a Series- or Event bulletin approved by the ASN and/or Stewards.

Any modification is forbidden if not expressly permitted in the documents listed below:

- Technical regulations 2026 of the 'Porsche Rally Trophy Benelux'
- Future addenda of these technical regulations
- Assembly instructions and technical bulletins for permitted vehicles
- Parts catalog (base or options) of permitted vehicles
- Manual of permitted vehicles
- Homologation form RACB B-2025-01
- The FIA International Sporting Code and its appendix

If conflicting information is found in the documents, the information contained in homologation form B-2025-01 is used as reference.

Every replacement for used or damaged parts has to be done:

- With Porsche OEM parts (for OEM and serial parts)
- With Porsche Motorsport parts (for specific Cup parts)
- With Rally GT<sup>®</sup> parts references (for specific Rally GT<sup>®</sup> homologated parts)

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

The organisation of the PRTB reserves the right to modify the technical definition of permitted vehicles as well as the technical regulations of PRTB at any time, in compliance with the national regulations where the event takes place.

Competitors will then be informed of these changes by the publication of an addendum to these regulations and/or modification of the specification sheet dedicated to the concerned event.

The competitor is solely responsible for the compliance of its vehicle throughout the PRTB events, from preliminary technical verifications until the publication of the results.

The technical lists cited in these Regulations are available on the FIA website [<https://www.fia.com>]

Any refusal to cooperate with a request from a technical scrutineer will be considered as technical non-conformity.

## **Article 1 – Accepted cars and definition**

### **1.1 Accepted cars**

The Porsche Rally Trophy Benelux is exclusively reserved for the following vehicles:

- 911 GT3 Cup with Rally GT® kit (base: 992.1 GT3 Cup).

The assembly of permitted vehicles must be carried out exclusively with parts from the specific component kits defined by Rally GT® and sold by Prospeed as well as the parts mentioned in the most recent parts catalog of the 992 GT3 Cup MY21-25, in compliance with homologation form RACB B-2025-01, with the assembly instructions and within the limits explained later in these regulations.

All parts not defined in the homologation form RACB B-2025-01 of the permitted vehicles are prohibited.

The following parts are free in the respect of the regulations of the ASN of the country where the event takes place:

- Trip odometer and bracket
- Extra lights, corner lights and bracket
- Spare wheel bracket
- Jack and bracket
- Map light and bracket
- Seats, harnesses and seat support – in respect of Art. 12.2 of these regulations
- Battery – minimum weight: 5.2 kilograms.

The vehicle also needs to be in compliance with the associated homologation form RACB B-2025-01 dedicated to the permitted vehicles with the latest homologation extensions for each event.

Each competitor must be in possession of an official copy of RACB B-2025-01 Homologation Form as well as the RACB Homologation Certificate linked to the chassis entered in the competition. These documents can be requested directly to RACB Technical Department.

## **Article 2 – Verifications and technical scrutineering**

### **2.1 Technical specification-sheet ("spec-sheet")**

During pre-event scrutineering of each event, the competitor or its representative must fill in the mandatory fields concerning the mechanical and electrical parts on their car in the specification sheet. The serial numbers written in this document are registered as associated to the competition number of the competitor for the current PRTB event, from pre-event scrutineering until the final scrutineering.

Every operation leading to the modification of the part(s) and/or number(s) originally registered in the document may be done only after the technical scrutineer(s) gave the agreement.

This specification sheet (example shown in addendum), signed by the competitor or its representative, must be handed to the technical scrutineer(s) of the ASN where the event takes place, or to the technical representatives. It is the competitor's responsibility to hand this specification sheet to the technical scrutineer(s).

### **2.2 Technical scrutineering**

During pre-event technical scrutineering, the scrutineer(s) of the ASN where the event takes place will check the safety elements, identification elements, the seals and also the compliance of the vehicle with the 2026 regulations. Scrutineer(s) can be assisted by a PRTB technical representative.

The permission to start the event of the Porsche Rally Trophy Benelux is given by the technical scrutineer(s) of the ASN where the event takes place or by the PRTB technical representative(s). Having received the permission to start the rally, does not mean that the car is compliant with the regulations for the rest of the event.

### **2.3 Technical check**

At all times during an event of the PRTB, technical controls may be carried out to check the compliance of the vehicles with the current regulations. These checks will be made by the scrutineer(s) of the ASN where the event takes place.

As such, any control, comparison, sampling or performance measurement operation may be carried out on all parts of the vehicle in order to ensure its compliance.

All costs resulting from these verifications shall remain at the competitor's expense without any possibility of financial participation by the PRTB organisation.

## Article 3 – Roll cage and body

### 3.1 Designation and definition

Only the 992.1 GT3 Cup car body defined by Porsche Motorsport and the roll cage defined and homologated in the ASN homologation form RACB B-2025-01 are allowed. It must be possible to clearly identify the chassis, by reading the roll cage number on the plate welded to the roll cage.

The competitor must be in possession of the original safety cage certificate linked to the chassis number of the car and must present it with the car during initial scrutineering.

Any modification of the safety cage is prohibited. Any operation carried out on the roll cage by machining, welding or treatment which results in a permanent change of the material or structure of the roll cage shall be considered as modification.

All repairs to a damaged safety cage must be carried out by the manufacturer of the cage or with his approval. Any repair to the safety cage must be notified to PRTB Technical Manager prior to being conducted. Competitor must be able to present a repair certificate if requested by the scrutineers or PRTB Technical Representatives.

### 3.2 Exclusion of permitted vehicles

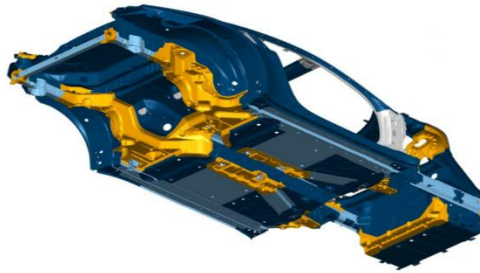
The Technical Scrutineers or the Technical Manager of the Series has the right to exclude a car from competing during an event when the car is not repaired correctly after an incident. It is irrelevant whether this incident took place during a PRTB Event, unofficial test sessions or other events. The arguments could be:

- Safety, in the broadest sense of the word.
- Car is in violation with the Technical Regulations of the PRTB.
- Any reason that Porsche AG (in the broadest sense of the word) defines by any medium (verbally, phone call, email, letter,...).
- Damaged roll cage
- Repaired roll cage
- Damage to the permitted car. (Reference: Technical Manual Porsche 911 GT3 Cup (2021-2025)).

The use of aluminium components influences enormously repairs with respect to the realignment of deformed or bent components. This is due to the significantly lower yield strength and fracture elongation. As a consequence, cracks, dents or creases form faster, which in turn limits the reparability significantly. Even if there are no visible signs, damage in the material can still exist. In the event of just a limited local repair (reforming original contour) the material loses its original strength and therefore no longer possesses the original mechanical properties. Subject to the point of application and demands made of the material in this area, it is possible to reform aluminium sheet to a limited extent.

In this case, damage to the structure is only apparent when a jig is fitted or by measuring check points on the chassis. Cast aluminium parts that show a deviation of +/- 2 mm are out of tolerance. The chassis must be replaced by a new one.

Damage diagnosis: If aluminium casting deviations of greater than reference: 0 mm + / -2 mm are found; the chassis must be replaced.



The CAD image shows the cast aluminium parts in yellow. Cast aluminium parts that show a deviation of +/- 2 mm are out of tolerance. The damaged chassis must be replaced by a new one.

The Series Technical Manager always will, after consulting Porsche AG, make the final decision if a damaged chassis needs replacement or can be repaired. The Series Technical Manager will supply the owner of the chassis and Porsche AG a report regardless of the outcome of his decision.

## **Article 4 – Engine, fuel and map**

### **4.1 Designation and definition**

The engine of the permitted vehicle is the one defined by Porsche Motorsport. Any engine used to enter the PRTB has to be a stock 992.1 GT3 Cup engine (part number 9F1198032A).

Neither the engine revision partner of Porsche Motorsport, nor Porsche Motorsport would be held liable for the reliability or performance evolution of an engine.

No changes other than those defined in the assembly instructions are allowed.

The engine serial number will be noted in the spec sheet and recorded as associated with the competitor's competition number for the current event of the Porsche Rally Trophy Benelux, from the preliminary technical scrutineering until the final technical scrutineering.

Its replacement can only be carried out in the event of proven failure and after approval by the technical scrutineer(s).

### **4.2 Engine sealing**

#### 4.2.1 Identification

Any engine used in the PRTB does not have to be sealed except if specifically requested by the technical scrutineers or by PRTB Technical Manager. The following seal will be affixed by the technical scrutineer(s) of the ASN where the event takes place or by the PRTB technical representative:

- Engine control unit (ECU): Connector for control unit wiring harness (At least 1x)

- Restrictor seal (1x)

The presence and perfect legibility of seal numbers are the responsibility of the competitor.

#### 4.2.2 Restrictor

Each engine must be equipped with a restrictor. The restrictor is sold by Prospeed and is in compliance with RACB homologation form B-2025-01. The restrictor must be placed as shown in Porsche 992.1 GT3 Cup manual (article 1.8.2) and must be sealed with the bracket to the upper throttle body as shown on attached pictures. The lock wire must pass in the head of three screws (bottom clamp, top clamp and throttle body). The serial number of the seal will be marked by the technical scrutineer(s) of the ASN of the country where the event takes place.

All air necessary to supply the engine must pass through this air restrictor.

In case the engine does not have a seal on the restrictor during preliminary scrutineering, the technical scrutineer(s) of the ASN of the country where the event takes place will measure the inner diameter of the restrictor and a seal will be placed.



#### **4.3 Seals**

The technical scrutineer(s) are free to affix seal(s) on any mechanical part(s). The Competitor will be responsible for making sure seal(s) can be installed according to the request of the scrutineers.

In the case of an intervention requiring the removal of one or more seals, a request must be made to the technical scrutineer(s) or the PRTB technical representative(s) so that he or one of his representatives can supervise the operation and affix new seal(s).

These seals must remain intact until permission is given by the technical scrutineer(s) to remove them. The condition of the seals is the responsibility of the competitor. Their absence or damage will entail the technical non-conformity of the vehicle. The presence of the seals is only a presumption of conformity. In the context of the technical conformity checks, the sealed parts may be removed in their entirety, and in the case of non-conformity the presence of the seals may not be used as argument of defence.

Seals are not a proof of conformity for the parts (FIA, ASN or PRTB), they guarantee the continuity of the parts between its sealing and unsealing.

#### 4.4 Compliance

The seals are not a sufficient condition of conformity of the engine. Thus, as part of the conformity verifications, it may be possible to proceed with checking the performance of the engine as well as disassembling it.

An FIA seal is not relevant during the events of the Porsche Rally Trophy Benelux.

NB: The PRTB sealing is not relevant during FIA events.

#### 4.5 Maintenance

The following engine/ECU/restrictor seals need to be affixed:

- Engine control unit (ECU): Connector for control unit wiring harness (At least 1x)
- Restrictor seal (1x)

Any maintenance operation of an engine cannot justify the removal of one of the above-mentioned mandatory seals, whether it is part of the race or not.

If, during the race, a mechanical intervention requires the replacement of a seal, this may only be done with the authorization of the technical scrutineer(s).

Any removal of a seal during a race without the authorization or presence of the technical scrutineer(s) or a member of the PRTB organisation will lead to the competitor being sanctioned with the exclusion from the current PRTB event.

#### 4.6 Fuel

The use of SP98 fuel is mandatory.

From the second rally event onwards, the fuel must be provided by the official supplier of the championship in which the competition is taking place, if available.

The use of any other fuel or any additive is forbidden.

The use of fuel filling couplings as described in extension 03/02 VO of RACB B-2025-01 homologation is mandatory from the second rally event onwards.

The technical scrutineer(s) shall be entitled to take fuel from a competitor's car at any time during the event. At any time of the event until the end of the final technical scrutineering, the competitor must ensure that a minimum amount of 3,0 litres of fuel can be taken from the corresponding removal point (fuel removal valve) in the front

compartment. If this is not the case the competitor has the possibility to repair the fuel pump. The fuel indication on the dashboard display can't be used as an argument for not being able to tap off the minimum amount of fuel.

Not being able to ensure the minimum of three litres of fuel will be considered as a technical non-conformity.

The competitor must carry the drain hose, used to collect fuel, in the car. The competitor must ensure that the hose is empty when stored in the car.

Fuel sampling and analysis will be carried out according to the procedures defined in the general prescriptions of the ASN of the country where the competition is taking place.

## 4.7 Engine map

Only the mapping specified in the specification sheet and defined by the PRTB organisation and ASN is allowed.

The name of the map-file will be in the format: MS66\_PAG992\_GT3\_0203\_992GT3CUP\_klg9\_RA\*\*.s19

(\*\* - variable digit).

In order to be able to check the use of this mapping, the technical scrutineer(s), or any person they may appoint, must be able to connect to the electronic control unit [ECU] of any vehicle registered for the PRTB.

## 4.8 ECU and data acquisition

### 4.8.1 CDU, ECU, Logger and Powerbox

Only the Bosch ECU MS6.6 defined, approved and offered by Porsche Motorsport is permitted. It must remain in its original location as described in the RACB homologation form B-2025-01 (article 324 - III- I1).

Only the Cosworth Logger Badenia 3xx defined, approved and offered by Porsche Motorsport is permitted.

Only the Cosworth Powerbox Centaurus 4xx defined, approved and offered by Porsche Motorsport is permitted.

These firmwares and setups are mandatory to ensure the proper functioning of the car:

- CDU 10.3 - 01D-640060 - A 4.0 2025-10-13 (Update 3) (firmware CDU)
- CUP992\_LOG\_320\_R (firmware logger)
- CustomerCUP992\_PCU\_190\_R (firmware PCU)
- PCU\_CUP992\_S\_190\_V04\_TS11 (setup pcu)
- LOG\_CUP992Rally\_S\_320\_VO\*\*\*\* (\*\*\*\* = variable characters) (setup logger)

The ECU, Logger and Powerbox serial number will be noted in the spec sheet and recorded as associated with the competitor's race number for the current event of the Porsche Rally Trophy Benelux, from the preliminary technical scrutineering to the final technical scrutineering.

Their replacement can only be carried out in the event of proven failure and after approval by the technical scrutineer(s).

#### 4.8.2 Data Acquisition

The technical scrutineer(s) must be able to connect to the ECU, Loggers and Powerbox at any time during the event and are allowed to use the data recorded during the technical conformity verifications. It is therefore the competitor's responsibility to ensure that the connection socket of the Ethernet network and the wiring harness are in working order.

Any erasure of data acquisitions is prohibited during a round of the Porsche Rally Trophy Benelux, from preliminary technical scrutineering to final technical scrutineering.

The refusal of a competitor to submit its electronic control unit [ECU] to the control [mapping, sealing or data download] of the technical scrutineer(s) or any person appointed by him will be considered as a technical non-conformity.

## **Article 5 - Lubricants**

The use of the following lubricants is mandatory:

- Engine oil: Mobil 1™ ESP X3 0W-40 or Mobil 1™ C40 GT 0W-40
- Gearbox oil: Mobilube™ 75W-90 (Part number: N 052554C0)
- Brake fluid: PFC RH665 Racing DOT4 (Part number: WHS001896)

## **Article 6 - Transmission**

Only the gearbox ratios and final drive defined in the homologation form are permitted.

All parts mentioned in the parts catalogue need to be mounted inside the gearbox as described in the manual. The only permitted change to the gearbox compared with an original 992.1 GT3 Cup Gearbox (Part number 9F1300020\*) (\* - variable digit) is the change of gear ratios as mentioned in the homologation form RACB - B-2025-01 (article 603-e)

The differential preload is limited to a maximum of 150Nm.

## **Article 7 – Electrical equipment**

All electrical equipment (Powerbox, electrical wiring looms, ECU, sensors, actuators...) must be present, operational and in perfect working order at any time during an event.

## Article 8 – Protective padding

In the places where the bodies of the occupants could make contact with the safety cage, flame-retardant padding must be installed as protection. All roof reinforcements must be fitted with FIA standard 8857-2001 type A [see technical list no. 23]. Each padding must be fixed in such a way that it is not mobile in relation to the tube.

## Article 9 – Suspension and braking

### 9.1 Suspension

The adjustment of the geometry and stiffness of the axles is permitted using the parts defined in the homologation form, in accordance with the specification sheet applicable to a given event and the recommendations of PRTB organisation.

Only shock absorbers defined by the homologation form and offered by Prospeed are allowed. No internal or external modification to the shock absorbers is permitted. Used suspension components must be in accordance with the specification sheet for a given event.

The anti-roll bars are only permitted to be unhooked provided that one coupling rod of the respective rollbar is completely removed.

Only the setting options for which the technical specifications have been provided are allowed to be used.

### 9.2 Braking

No other than the permitted modifications to the brake system may be done. All parts mentioned in the parts catalogue must be mounted in the brake callipers. Especially one knock-back spring must be present behind every piston of all brake callipers.

#### 9.2.1 Brake discs front

Only the front brake discs of type 1 and type 2 of homologation form RACB – B-2025-01 are authorized.

The use of front brake discs type 2 of homologation form RACB – B-2025-01 is not permitted for the first event of the Season.

#### 9.2.2 Brake discs rear

Only the rear brake discs defined in the homologation form RACB – B-2025-01 Type 1 are authorized.

## Article 10 – Tyres

Each competitor may use a maximum number of registered MICHELIN tyres defined by the sporting regulations of the country where the event takes place. Size and type of permitted tyres (including spare wheel) are defined as:

### Dimensions

29/65-18 for Pilot Sport S10/M20/R21/R11

27/65-18 for P2L

### Types of tyres

Pilot Sport S10/R11

Pilot Sport M20/R21

Pilot Sport GT P2L

The combined mounting of these tyre types is allowed.

Tyre cutting is only allowed under the following conditions:

- Only allowed on tyres conform to Appendix V of FIA Regional Rally Sporting Regulations, and registered in the FIA List of Eligible Asphalt Tyres for Rallies
- Tyre cutting must be done according to cut pattern officially defined by the tyre manufacturer for each specific tyre type (see FIA List of Cut Wet Patterns for Asphalt Tyres)
- Tyre cutting can only be done in the Service Park of the competition.

At any time during the rally, the number of spare wheels on board of the vehicle shall be a minimum and maximum of one [1].

Only atmospheric air is allowed to be used to inflate the tyres. Any chemical or mechanical treatment of the tyres is prohibited.

It must be possible for the technical scrutineers to check tyre type at any moment during a competition. It is allowed to mask tyre type but it is forbidden to erase it.

The maximum permissible number of tyres included in the Sporting Regulations of the rally event for the Group/class in which the car is entered must be respected.

## Article 11 – Weight

The minimum weight of permitted vehicles is 1365 kg.

The minimum weight is the weight at any time, without driver or co-driver and their equipment, with one spare wheel, empty fuel and windscreen wiper tanks, and with tools and spare parts onboard of the vehicle provided they are firmly and securely fixed behind or under the driver and co-driver seats.

The combined minimum weight with the crew and their equipment is 1525 kg.

At any time during the event, the competitor must respect both the minimum weight and the combined minimum weight.

It is not permitted to install any ballast in the car.

## Article 12 – Equipment

### 12.1 Interior equipment

The use of the steering wheel coming with the Rally GT® kit is mandatory. The handle to adjust the steering column should be locked with a lock wire during the event, from pre-event technical scrutineering onwards.

Only the following accessories may be installed in the cockpit: Spare wheels, tools, spare parts, safety equipment, communication equipment and a windscreen washer water container.

### 12.2 Safety equipment

Cars must respect all applicable safety prescriptions of FIA Art. 253 as well as the Technical Regulations of the Group/Class in which the car is entered and RACB B-2025-01 homologation form and its extensions.

The following safety equipment is mandatory:

- Seats: Two homologated FIA seats with brackets, in compliance with the current regulations and with RACB B-2025-01 homologation form.
- Safety harness: homologated FIA safety harness for both driver and codriver, in compliance with the current regulations.
- Two belt cutters easily accessible for the driver and co-driver when seated with their harnesses fastened.
- FIA Standard 8865-2015 homologated automatic fire extinguisher, as defined by Porsche Motorsport or its partners for the 992.1 GT3 Cup.
- Manual fire extinguisher, minimum 2 kg, in compliance with the current regulations.
- FIA approved safety fuel tank as described in RACB B-2025-01 homologation form and Porsche Motorsport parts catalog, with associated validity certificate
- FIA roll over valve and fuel cut off valve
- Front and rear towing eyes
- General circuit breaker as defined by Porsche Motorsport for the 992.1 GT3 Cup.
- FIA-specified foam in Va, Vb and Vc volumes (Va & Vb : see RACB B-2025-01 homologation form).

## 12.3 On-board automatic extinguishing system

### 12.3.1 Manual extinguishing device

The presence of the manual extinguisher as defined in FIA Art. 253.7.3 and in the national regulations of the country where the event takes place is mandatory. It is the competitor's responsibility to ensure that it is in perfect operating condition, perfectly maintained and accessible by the crew.

### 12.3.2 Automatic extinguishing device

Only the FIA-approved automatic extinguishing system defined and offered by Porsche Motorsport and its partners for permitted vehicles is authorized. The operator of the fire extinguishing system shall follow the instructions in the manufacturer's manual.

The pipes of the automatic extinguishing circuit must be fixed with metal collars. The use of plastic "rilsan" type collars is prohibited.

It is the competitor's responsibility to ensure that the extinguishing circuits are in perfect operating condition, correctly maintained (validity dates) and pressurized.

The driver and co-driver must be able to trigger the extinguishing system manually when seated normally with their safety harnesses fastened and the steering wheel in place.

The electric activation system (electrical box) shall be installed in a location where the status lights are visible to a competition official without dismounting any vehicle components when the occupant(s) is(are) seated normally.

It is not permitted to install the electrical box under the seat.