



Porsche Club

Porsche Owners Club



General Competition Rules

Effective January 1, 2007

These General Competition Rules (GCRs) have been compiled by the Competition Director and Competition Committee of the Porsche Owners Club (POC) and represent a simplified but strict adherence to the competitive spirit and sportsmanship of the POC. Approved and ratified by the POC Board of Directors, these GCRs are to be used by all competitors in POC Short Track Series (STS), **Solo Sprint** and Racing events as a template for car preparation and modification within these rules.

Important note: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of POC events and to establish minimum acceptable requirements for such events. These GCRs shall govern the condition of the POC events, and, by participating in these events, all participants are deemed to have complied with these GCRs. No expressed or implied warranty of safety shall result from publication of, or compliance with, these GCRs. They are solely intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, or others.

Above all, the POC wishes to promote fair and enjoyable competition for all its members. Questions concerning these rules should be directed to the POC Competition Director via the official POC website:

<http://www.porscheownersclub.org>

CATEGORY 1 - GENERAL GUIDELINES

1.0 COMPETITION DIRECTOR

The Board of Directors shall appoint the Competition Director. The Competition Director shall appoint a group of at least 4 additional active members to form the Competition Committee who shall then be ratified by the Board of Directors. The Competition Director shall appoint the Chief Driving Instructor from this group. The Competition Committee shall be responsible for annually reviewing the GCRs, interpreting the GCRs and handling protests. The Competition Director, or his designee, must be present at all events to ensure that they are conducted in accordance with the GCRs.

1.1 EVENTMASTER

The Eventmaster shall be responsible for the organization and all other aspects of the event to ensure its successful running in concurrence with the Board of Directors and per the GCRs.

2.0 AWARDS

Event awards, and year-end championship awards for each class, shall be awarded for the first place car and, if there are at least six entries in the class, to the second place car and, if there are at least eleven entries in the class, to the third place car.

2.1 DISTRIBUTION OF AWARDS

Distribution of awards may commence after the period for filing protests and appeals has elapsed. When a protest or appeal, which would affect distribution of awards, has been lodged distribution shall be withheld until the protest or appeal has been settled. During this time the results of the competition shall only be considered provisional.

3.0 POINTS AWARDS

Competition Points, Service Points and POC Bucks will be awarded to members whose membership and competition licenses are current at the time of the event. These accumulated points will determine competition and service point championships.

To be eligible for a Solo Sprint or Racing championship, you must:

1. Compete in a minimum of 60% of the events
2. Accumulate 400 service points.

To be eligible for a Short Track Championship, you must:

1. Compete in a minimum of 60% of the events.
2. Accumulate 100 service points.

All Service Points earned shall be compiled as one total with 400 points qualifying a member for any number of championships.

For series with five or more events, one event less than the total number of events conducted shall be scored towards the series championship.

3.1 COMPETITION POINTS

Competition points will be awarded separately for Solo Sprints, Racing and Short Track.

3.1.1 CLOSED EVENTS:

All competitive driving events are open to Porsches only unless otherwise allowed by the Board of Directors.

3.1.2 Competition points are not transferable between event categories or classes.

3.1.3 POINTS AWARD BASIS:

Each POC member participating in a competition event shall receive competition points based on their finishing position as follows:

1st = 20 pts.	5th = 8 pts.	9th = 3 pts.
2nd = 15 pts.	6th = 6 pts.	10th = 2 pts.
3rd = 12 pts.	7th = 5 pts.	All finishers = 2 pts.
4th = 10 pts.	8th = 4 pts.	DNF or DNR = 1 pt.

If event is not completed due to weather, or for any reason as deemed necessary by the responsible POC officials, all competitors shall receive five points. All entrants in a Cup Race must complete at least one-half of the total race laps to qualify for Championship Points for the event. In the case of a DNF or DNS the entrant shall receive 1 point.

3.1.4 TIES:

In case of ties, the other timed run will determine the winner. If a tie also exists for the other timed run dual points and trophies shall be awarded.

3.1.5 LAP RECORDS:

Lap records will be awarded to members and associates whose membership and competition licenses are current at time of event.

3.2 SERVICE POINTS

The Service Points Champion will be determined by the total service points accumulated for the season in all Club activities.

3.2.1 In case of ties, dual championships will be awarded.

3.2.2 The Board of Directors may award special service points as deemed appropriate.

3.2.3 Board members are not eligible to receive service points.

3.2.4 SERVICE POINTS SCHEDULE

3.2.4.1 Speed Events Service Period 1 DAY 2/3 DAYS

Series Specific Points:

Eventmaster	250	400
Co-Eventmasters (2)	150	250
Eventmaster Team (3+)	100	150
Tech Leader (not for shop stamp)	100	150
Tech Inspection Helper	50	75
Registration Leader (if not paid)	100	150
Registration Worker	50	75
Grid Worker	40	60
Pit Marshall/Worker	40	60
Timing Board	30	30
Timing Worker/Runner	30	60
Equipment Hauler	30	30
General Helper	20	30

General Points:

Driving Instructor (per student 2 max) 50 75

3.2.4.2 Social, Tour, Concours, Rallye 1 DAY 2 DAYS

Eventmasters	200	300
Worker	25	50

3.2.4.3 Miscellaneous (see yearly BOD approved list)

Committee Chairpersons, A & B	25 to 50 per month
Committee Worker	10 to 20 per month
Velocity Editor	200 per issue
Velocity Contributor	35 per column
Velocity Photograph	15 per photo printed
Website Photograph	5 per photo displayed, 25 max per event

3.2.5 Eventmasters and social event organizers must have the results of their events submitted to the following POC officials within seven calendar days in order to be awarded points.

Velocity Editor	Points Chairperson	Awards Chairperson
Competition Director	Website Editor	

3.2.6 To receive service points for an event, each worker must sign the official work list including their POC membership number. Points are awarded for all activities performed to the satisfaction of the responsible chairperson or POC official.

3.3 INCENTIVES - POC BUCKS

POC Bucks will be awarded with a value of \$1.00 each, which may be applied to any POC event requiring an entry fee.

3.3.1 The Board of Directors may make special points awards, as they deem necessary.

3.3.2 POC BUCKS SCHEDULE

3.3.2.1 Speed Events Service Period 1 DAY 2/3 DAYS

Eventmaster	80	150
Co-Eventmasters (2)	45	100
Eventmaster Team (3+)	35	70
Tech Leader (not for shop stamp)	50	80
Tech Inspection Helper	20	35
Registration Leader (if not paid)	60	90
Registration Worker	40	60
Grid Worker	15	20
Pit Marshall/Worker	15	20
Timing Board	10	10
Timing Worker/Runner	10	20
Equipment Hauler	20	20
General Helper	10	15
Driving Instructor	50	100
Towing (per tow)	10	10

3.3.2.2 Social, Tour, Concours, Rallye 1 DAY 2 DAYS

Eventmasters	40	60
Worker	10	20

- 3.3.2.3** Miscellaneous (see yearly BOD approved list)
- | | |
|------------------------------|---|
| Board Members | 65 per month |
| Competition Director | 50 per month |
| Committee Chairpersons A & B | 15 to 50 per month |
| Committee Worker | 10 to 25 per month |
| Velocity Editor | 20 per issue |
| Velocity Contributor | 10 per column |
| Velocity Photograph | 10 per photo printed |
| Website Photograph | 5 per photo displayed, 15 max per event |
- 3.3.3** Eventmasters and social event organizers must have the results of their events submitted to the following POC officials within seven calendar days in order to be awarded points:
Velocity Editor + Points Chairperson + Awards Chairperson
- 3.3.4** To receive POC Bucks for an event, each worker must sign the official work list including his or her POC membership number. POC Bucks are awarded for all activities performed to the satisfaction of the responsible chairperson or POC official.
- 3.3.5** Committee Chairpersons cannot earn POC Bucks in their own areas of responsibility, but may do so in other areas.
- 3.3.6** POC Bucks may be carried over to the following year.
- 3.3.7** POC Bucks may be applied to any event, up to a maximum of 50% of the event registration fees. They may be applied in increments of 5 POC Bucks.

CATEGORY II - SPEED EVENTS

4.0 GENERAL REGULATIONS FOR SPEED EVENTS

No deviation in these rules will be tolerated for any event for the competition year unless previously approved and published by the Board of Directors. This is to assure that any competitor will remain in the same class for the entire year, provided he does not alter his car.

- 4.1** Any modification not expressly permitted in these rules is not allowed in Stock, Improved, or Prepared classes.
- 4.2** Any car is subject to further scrutiny and may be reclassified by the Competition Director or his designee.
- 4.3** Any modification not covered by the rules may be found illegal.
- 4.4** Bad check or debt not resolved shall constitute cause for rejection of entry for any event.
- 4.5** **Solo Sprint** and Racing entrants must comply with competition licensing requirements specified per Section 7.0.
- 4.6** No alcoholic beverages or intoxicants shall be consumed by ANYONE until the close of competitive activity.
- 4.7** Infractions of the rules shall be cause for expulsion from event or subsequent events as deemed appropriate by the Competition Director.
- 4.8** All chassis, engines and transmissions must be Porsche, however, all modifications are subject to approval of the Competition Director.
- 4.9** All bodies must be production based Porsche subject to approval of the Competition Director.
- 4.10** All Stock, Improved and Prepared and V class cars must have all stock street equipment as delivered, except for those changes allowed by these GCRs.
- 4.11** All cars must use gasoline. However, commonly available commercial octane boosters shall be allowed. No nitrogen or oxygen bearing fuels or additives shall be allowed.
- 4.12** An entrant who runs the same car for points in more than one class may do so in up to one class for each category (Stock, Improved, Prepared, V or GT) and shall be charged the prescribed second driver fee for each class entered. However, the car must conform to the technical specifications for each class so entered, when run for time or raced in that class.
- If entrant runs in two practice run groups (in the same class) the following limitations will apply:
- 1.** Entrant can only run for time once
 - 2.** Must not be a hazard in either of the run groups (controlled by the Race Chairman or their designee).
 - 3.** Must pay the prescribed second driver fees.
- 4.13** All entrants must comply with the supplemental regulations published on an event entry form, event schedule and/or as announced during the driver's meeting(s) by POC event officials. Violation of supplemental regulations will be treated the same as violation of the GCRs.
- 4.14** The POC reserves the right to refuse event entry to anyone for reasons deemed appropriate by any two of the following: Competition Director, Competition Committee member, or Board of Director members.
- 4.15** Registration shall be officially closed no later than one hour before timed runs or after starting grid has been posted for a race.
- 4.16** Before each **Solo Sprint** / Racing season begins, any entrant who wishes to run for Championship points must submit a completed car classification rating sheet to the Competition Director. Any changes executed afterwards must be noted on a new classification sheet and submitted to the Competition Director prior to the next event. Failure to comply may be grounds for disqualification.

4.17 A “spec” part, product or program may be required for a car in order for a driver to accumulate championship points.

5.0 WAIVER

No one can drive, participate, or be a passenger without executing a release and indemnity agreement adopted and approved by the POC.

5.1 No one under 18 can compete, drive, or be a passenger unless they have on file a current consent to their participation and a release indemnity agreement signed by a parent and/or legal guardian in attendance. However, no one under the age of 16 shall be allowed to either drive or be a passenger under any circumstances.

6.0 SAFETY

Any modification with regard to safety improvement will generally be accepted if approved by the Competition Director or his designee.

6.1 Safety helmet is required and must be Snell Foundation approved with official SA2000 or later Snell sticker. Closed face highly recommended.

6.2 Approved goggles or face shields are mandatory in open cars and are recommended for all other cars.

6.3 **Approved roll bars are strongly recommended in all cars participating in competitive speed events.** No passengers are allowed in cars with a diagonal roll bar brace that crosses in front of the passenger seat (no exceptions). All roll bars and roll cages must conform to **Appendix D** specifications.

At STS Events, approved roll bars are **mandatory** in all V and GT Class cars. Approved roll bars are **mandatory** for all Prepared Class convertibles, Targas, 914's and Boxsters. Students may be allowed exemption with written Competition Director approval.

At Solo Sprints, approved roll bars are **mandatory** in all Prepared, V and GT Class cars. Approved roll bars are **mandatory** for all Improved Class convertibles, Targas, 914's and Boxsters. Arm restraints are **mandatory** for all V Class and GT Class cars. (Exception: coupes may use window net in lieu of arm restraints.) An approved full roll cage is **mandatory** in all open cars without a windshield and all GT Class cars. Students may be allowed exemption with written Competition Director approval.

In Cup Racing, approved roll bars are **mandatory** in all Race Classes and roll cages are strongly recommended. Approved roll cages, closed-face helmets, and arm restraints are **mandatory** for all convertibles, Targas, 914's, Boxsters.

6.4 Wheel nuts or bolts must fully engage the threads on the stud, or hub, for a length at least equal to the outside diameter of the stud or bolt. Steel lugnuts are required for all Racing classes and recommended for all others.

6.5 Volkswagen wheels or wheel centers prior to 1968 are not allowed.

6.6 Adapters to modify the Porsche bolt pattern are not allowed. Wheel spacers must be equal in diameter to the mounting face.

6.7 Hubcaps must be removed.

6.8 Fire extinguishers or fire systems are mandatory for all speed events. All extinguishers must be 10BC or better and have a gauge showing their status. It is recommended fire extinguishers be either replaced, or at least serviced, annually. All fire extinguishers (except fixed in place fire systems) must be firmly and safely attached within the passenger compartment by metal attachment brackets within convenient reach of the driver in seated and restrained position. On board, fixed in place fire systems are recommended for Racing participants.

6.9 All loose objects, tools, removable floor mats, etc. must be removed from all interior spaces.

6.10 Windshield wipers may be removed.

6.11 Both driver and passenger doors must remain unlocked.

6.12 All tires, other than race tires, must be DOT approved. The speed rating must be equal to, or greater than, the speed potential of the vehicle. All tires must be available to the public through retail tire outlet stores. No visible cord is allowed and tread depth must not be below minimum allowable manufacturer's specification. The fender must cover all parts of the tires, which normally contact the road when measured from a vertical drop from the fender edge through the centerline of the wheel.

6.14 All competing vehicles must have both driver and passenger glass removed or in the down position at all times while on course. Exception; Exhibition Class factory race cars.

6.15 All vehicles, except in V and GT classes must use DOT approved window glass in all windows (except **26.3.6.20**).

6.16 Removal of factory equipped door beams is only allowed if replaced with approved roll cage with side intrusion protection.

6.17 Weight ballasting (placing weight in the vehicle with other than factory stock components) is only allowed in V and Z Classes. Stock, Improved or Prepared Classes must use factory stock components & roll bars/cages to meet weight requirements. The Competition Director may allow ballasting in special circumstances for these restricted classes when the POC weight can not be achieved in this manner. An approval letter from the Competition Director must be attached to the Vehicle Classification Sheet.

Ballast shall be made of solid metal (bar or plate, not shot) and must be installed securely. The maximum weight in each pile will not exceed 100 lbs. and will be secured by a minimum of two bolts, which are through bolt mounted with back plate(s). Each pile must be clearly marked with its total weight. Cars with ballasting require an official technical inspection form to be signed off for correct ballast installation for each event.

- 6.18 No fuel system components, including fuel lines, shall be exposed to the driver's compartment. All fuel system components must be behind a metal firewall. All high-pressure lines shall have appropriate fittings. No oil sumps or oil containers of any kind are allowed in driver's compartment without prior written approval of the Competition Director.
- 6.19 Polycarbonate (Lexan) windshields must be a minimum .25 inches thick. All Lexan windshields and rear windows must be retained sufficiently by straps and/or clips to prevent "blowout". Acrylic (Plexiglas) windshields are not acceptable.
- 6.20 All batteries must be secured with an insulated metal strap over the top of the battery, traversing the entire length or width to secure the battery from any movement with sufficient strength to retain the battery in position during a crash or rollover. This strap must be securely bolted to the chassis. The positive post and connector shall be completely covered with insulating material of sufficient strength to prevent contact with a grounding source.
- 6.21 All vehicles in Racing events must have:
 - An electrical cut-off switch in compliance with **Appendix E**.
 - A window net and/or arm restraint(s) in compliance with **Appendix F**
 - A front tow hook or strap (rear tow hook or strap recommended)
- 6.22 All cockpit mounted accessories and equipment shall be mounted securely and padded as necessary to prevent injury during a crash. Driver's side floor mat must be removed.
- 6.23 All oil lines on the pressure side of the oil pump(s) must be connected via thread-on connections equal to or better than the factory. Slip on oil lines to and from coolers are not acceptable.
- 6.24 Fuel cells are allowed and highly recommended in all classes. Fuel cells are **mandatory** for all GT class cars. *Exception:* Cars with fuel tanks protected by a metal bulkhead and behind the front towers.
 Additionally, cars in Race Classes R2 – R4, with steel fuel tanks located in front of the front shock towers are required to replace them with fuel cells. All V Class cars with modified, non-stock front bumper and/or fenders must comply with 25.4 regarding adequate steel impact protection for fuel tank. Also, Filler Necks for fuel cells cannot be connected to the hood or outside bodywork.
- 6.25 Passengers are not allowed in cars during Timed Runs, Racing or Practice Sessions with "Open Passing." During practice run sessions, CDI approved driving instructors accompanying assigned students are exempt, provided that the car complies with all safety provisions, including but not limited to roll bar/cage specifications (see 6.3 and **Appendix D**) and restraint systems (see 10.0).

7.0 LICENSING:

All **Solo Sprint** and Racing entrants must hold a valid POC Competition license. This license must be displayed at registration. Requirements for obtaining this license are as follows:

- 7.0.1 Must be current POC Member (except non-member license per 7.1 below) with annual membership and license fees paid in full.
- 7.0.2 Must be at least 18 years of age (unless with parental release per 5.1).
- 7.0.3 Must hold a valid driver's license from state of residency.
- 7.0.4 For a Short Track Series License one must successfully pass the POC formal instruction program requiring a minimum of one school and three (one-day) events of in-car, on-course instruction by an authorized POC Driving Instructor(s).
For a Solo Sprint Series License one must successfully pass the POC formal instruction program requiring a minimum of two (two-day) events of in-car, on-course instruction by an authorized POC Driving Instructor(s).
- 7.0.5 Racing participants must comply with licensing provisions as specified in **Appendix G**.
- 7.0.6 All participants and vehicles entered in the POC Racing program must maintain logbooks for the participant and the vehicle per **Appendix H**. The logbooks will be kept in the competing vehicle at all times, so that they may be produced in a timely manner.
- 7.1 A non-POC member Competition Permit may be obtained from the Competition Director or his designee on an event by event basis. Standard annual license fee will apply. For **Solo Sprints**, PCA Zone 7 and 8 competition licenses may be acceptable. For POC Racing please refer to **Appendix G**.
- 7.2 It is the responsibility of the member/entrant to see that the completion of the licensing requirements, as noted herein, are certified on the member's Competition License by the signature of the Chief Driving Instructor or his designee.
- 7.3 In order to maintain a valid POC Competition License, the member must compete in at least one event per season as well as comply with all GCR licensing provisions.
- 7.4 Waiver of any or all, in whole or in part, of these licensing requirements shall be at the sole discretion of the Chief Driving Instructor or his designee.
- 7.5 Any driver may be required to return to the lecture or on-course phase of licensing at the discretion of the Chief Driving Instructor or his designee or his designee.
- 7.6 A Competition License may be suspended or revoked by the Competition Director or his designee, if in their judgment the license holder conducts himself in an unsafe or hazardous manner, or for other good cause.
- 7.7 Competition License suspension or revocation may be appealed to the Board of Directors, in writing, and/or by request in person (appointment required) at the regular monthly Board Meeting. The Board's decision shall be final.

8.0 DRIVER RESPONSIBILITY

Unsportsmanlike conduct or gross negligence by a driver and/or any of his crew or guests may result in expulsion from the event.

8.1 13/13 RULES AND REGULATIONS

The safety of our POC members is paramount, however, incidents can and do happen. For this reason, it is necessary to institute the 13/13 Rule. The Competition Director, Competition Committee or designee will handle this responsibility. In the interest of the sport and all its participants, action will be taken against those who cause damage.

If involved in an incident that causes damage to someone's car or surrounding property and you are deemed at fault, as determined by the Competition Director, Competition Committee or designee(s), you will be placed on 13/13 Probation. You will be withdrawn from the event in which you are participating. You will not receive any participation or championship points for the event, you cannot participate in the next POC points event of equal or higher value and the incident will remain on your record for the next thirteen (13) months. (An event is defined as any day or days that culminate in a competition.) If at any time, more than one 13/13 incident is on your record concurrently, your POC driving privileges will be suspended. Your driving privileges may only be reinstated when the incident count drops to one or less.

If you are involved in a minor incident that damages only the car that you were driving (single car incident), you will be given a written warning in your Driver's Logbook. If you receive a 2nd written warning in your Driver's Logbook during the next 13 months, your 2nd entry will automatically result in a 13/13 penalty (which commences from the date of the 2nd warning). The Competition Committee may, at its discretion, determine that your single car incident is worthy of a 13/13 penalty, even though you have no previous warnings in your Driver's Logbook.

You may also be issued a 13/13 for reasons other than an incident with contact and damage. These may include, but are not limited to, dangerous driving, unsportsmanlike conduct, poor judgment, or gross negligence by a driver and/or any of his/her crew or guests. A 13/13 may also be issued for inappropriate conduct at any POC assembly whether it is administrative, social or competitive of nature.

It is the duty of all drivers to report any contact during an event. If contact occurs during a practice session, the driver and car must report immediately to the Black Flag station. The driver and car must stay at the Black Flag station until released. If contact occurs during a race and the car cannot continue, the driver and car may not go back to their pit – they must report to impound and stay there until released. If contact occurs during a race and the car can continue, the driver may finish the race and proceed directly to impound after the race is over. If any contact goes unreported (at Black Flag or Impound), and it is later discovered that contact did occur, the offending driver(s) will be issued a 13/13.

In case of an incident, the Competition Director, Competition Committee and/or designee(s), will meet ASAP before the conclusion of the event to hear the evidence from any parties involved in the incident and to determine if the 13/13 rule is to be enforced. All relevant reports are to be gathered from corner workers and any other witnesses. The tech chairperson, or other qualified individual appointed by the Competition Director, or designee, shall examine all cars involved and report on any damage and/or mechanical failure that may have caused the incident. The competition officials will then meet in private and make whatever determination is necessary informing all involved parties of their decision. All decisions will be by majority vote, before the 13/13 rule is imposed.

Key issues to be considered:

- 1) Contact should have been sufficient to cause damage.
- 2) Determining fault is the most difficult of the elements and the following will be considered.
 - a) Track conditions (i.e. debris, water, oil or other substance) which may have contributed to the incident.
 - b) If a mechanical failure occurred, was it a matter of chance that contact occurred? Should the mechanical deficiency have been found at inspection or preparation? In absence of evidence that failure occurred due to poor preparation of inspection, the 13/13 rule may not be imposed.
 - c) Drivers can become, without fault, involved in someone else's incident. The 13/13 rule may not be imposed on anyone who could not prevent being involved or who are without fault in an incident.
 - d) A "that's racing" type of incident usually involves overtaking in which it is often difficult to determine if the overtaking driver "had the line" or not. Was the passing flag given? Should the overtaken driver have seen the other car? Were the drivers racing for position? What were the relative speeds? **NOTE:** It is ultimately the responsibility of the overtaking driver to be certain that the pass is clean and safe!

Members appealing a 13/13 may do so per Section 24.8. If the Board of Directors hears the appeal and the 13/13 ruling upheld, then the start date for the 13/13 will be the date of the hearing. Recipients of a 13/13 Probation or Suspension are not allowed to delay the requirement of missing the next event during an appeal process.

9.0 CLOTHING

All classes for **Solo Sprints** and Racing require a one piece, fire retardant, driving suit. The driving suit must have a minimum SFI rating of 3.2A/5. Driving suits with a SFI rating of 3.2A/1 may be allowed if, in addition, fire retardant underwear is worn. Fire retardant socks and gloves are required. Driving shoes of fire retardant material are required

(tennis shoes with ALL leather uppers are acceptable). Military flight suits are not acceptable. A balaclava is required for drivers with facial hair and/or long hair, which extend beyond the back of the helmet.

10.0 RESTRAINT SYSTEMS

The term Restraint System refers to belts, harnesses, straps and all associated components and mounting hardware. The minimum requirements for acceptable Restraint Systems are as follows:

- 10.1** Lap belts with shoulder strap required as a minimum for Short Track events. **Solo Sprint** and Racing events require driver and passenger to have approved 5 or 6-point competition harness with 3" competition lap belts, minimum 3" shoulder harnesses and minimum one 2" anti-submarine strap. FIA-approved harnesses with 3" shoulder belts with a narrower 2" section for head and neck restraint systems and FIA-approved 2" lap belts will be allowed. Head and Neck Restraint Systems are recommended.
- 10.2** Restraint systems found to be questionable in condition, design, material, mounting and/or in any way deemed unsafe will be disallowed.
- 10.3** Material of all restraints (stock or otherwise) must be in good condition. Restraint system webbing used in **Solo Sprint** and Racing events must be date labeled and replaced every 5 years.
- 10.4** Hardware should meet or exceed the strength of standard DOT or SAE approved type (i.e. forged eyebolts with 7/16" SAE threads).
- 10.5** Harnesses must be mounted to either the chassis, backed by large diameter washers, to the roll bar or cage, but not to the seat or seat rail. No more than one strap can be mounted to the same mounting bolt.
- 10.6** All 914's must be equipped with two single straps or an "H" style strap where the seat is not used for strap support.
- 10.7** All high back seats where the headrest is an integral part of the seat must be equipped with "H" style shoulder harnesses. Shoulder harness mounting that depends on the seat back either for position or for support will not be allowed. The shoulder harness straps must remain on the shoulders in all situations. A "sternum strap" or similar design is not acceptable. The angle of the shoulder going back from the driver's shoulders cannot exceed 40 degrees below the horizontal plane of the shoulders. Seats with sides that otherwise prevent substantial contact of the lap belt with occupant must have slots to allow sufficient contact and restraint. Modifications to or replacement of seat(s) may be necessary to meet these requirements. Seats manufactured with harness slots are highly recommended.
- 10.8** Lap belts should be mounted so as to approximately bisect the angle between the thigh and the spine as viewed from the side.
- 10.9** Anti-submarine straps should be mounted such that they will not allow upward vertical movement of the lap belts due to any crushing of the front seat cushion in any situation.
- 10.10** All replacement seats must be of equivalent or greater strength than the originals they replace. Low-back seats must have an approved head restraint or structure behind the driver and passenger's heads.
- 10.11** All vehicles in Racing events must adhere to the window net specifications of **Appendix F**.
- 10.12** Occupants in open cars must wear approved arm restraints.

11.0 COMMUNICATIONS

Three distinct routes of communication should always be available.

1. Starter to corner workers.
2. Starter to grid and emergency (one locations).
3. Eventmaster to participants.

- 11.1** Communications should be made to fit the event requirements. In no case should the event requirements be altered to conform to communications.

12.0 FIRE AND EMERGENCY CONTROL

Fire control equipment is of prime importance to the POC. Club inventory should be reviewed and upgraded adequately to provide maximum safety at any track event. All equipment, including that which belongs to the track facility, should be fully understood before an attempt is made to operate it.

- 12.1** All event officials and participants of an event should understand placement and operation of fire and safety equipment. There should be a plan of action for each hazardous location.
- 12.2** The mobile equipment, fire truck and ambulance must have free and ready access to the track and always be in contact with the starter tower.

13.0 PIT AND PADDOCK CONTROL

The Eventmaster will assign a Pit Marshall to police and maintain control of pedestrians and vehicles. An orderly control of pit locations and vehicle routes adds to the safety and ease of travel within pit and paddock areas. One-way traffic flow control is encouraged in the paddock whenever possible.

- 13.1** The Pit Marshall will be required to enforce the following:
 - 13.1.1** Maximum 5 MPH pit speed limit.

- 13.1.2 All dogs and pets must be restrained and controlled.
- 13.1.3 Small children must be escorted and supervised by an adult.
- 13.1.4 No alcoholic beverages or intoxicants allowed.
- 13.1.5 No unauthorized parking.
- 13.1.6 Engine fuel must always be used and stored in a safe manner. Fuel may not be stored, nor may cars be refueled in garages or enclosed areas. We will follow the rules and policies of Race Facilities that have Fuel storage and refueling policies. When fuel must be stored and cars refueled away from the pit areas, the location will be announced by the Eventmaster.

14.0 GRID CONTROL

The Eventmaster will assign a Grid Marshall to check vehicles before they enter the track for the applicable tech passes, competition licenses (when required), passenger waiver and proper apparel and safety equipment for all occupants. Grid Marshall should be in contact with starter at all times.

15.0 COURSE CONTROL

- 15.1 The Eventmaster shall designate a Black Flag Station located in the Hot Pits near the Starter where on-course infractions are handled (see 16.0).
- 15.2 The Eventmaster shall designate track exit to the pits (see 16.0).
- 15.3 The Eventmaster will be responsible for the following:
 - 15.3.1 Flag inventory.
 - 15.3.2 Worker instructions, including printed instructions on proper use of flags, fire control equipment and other equipment for the course and the starter. Ensure all workers understand instructions and duties before they proceed to their positions.
 - 15.3.3 Proper placement of all corner workers to ensure maximum possible track coverage including coordination of radio and/or telephone availability for the flag stations.
 - 15.3.4 Provide proper wording for the various emergency conditions when reporting by radio and/or phone.

16.0 FLAGS

Eventmasters are responsible for ensuring Flag Station locations are communicated to all drivers at the Driver's Meeting. All drivers must fully understand and adhere to the following flags:

- 16.1 **Green:** The Green flag means go, course is open and clear.
- 16.2 **Yellow:** Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s). Waving Yellow Flag means the course may be blocked ahead, be prepared to stop, however, do not stop unless necessary and always be aware of vehicles close around you. There is NO passing at, or between, Yellow Flags.
- 16.3 **Red:** Red Flag indicates an emergency situation. Look in mirror(s), pull safely to trackside and stop completely. Remain stopped until instructed otherwise.
- 16.4 **Blue with Yellow Diagonal Stripe:** This is "the Passing Flag" warning of potentially faster cars behind you. Look in mirror(s) and allow faster car(s) to safely pass in designated areas.
- 16.5 **Red / Yellow Stripes:** This flag warns of debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed.
- 16.6 **Black with Yellow Dot:** Your vehicle reportedly has a mechanical problem. Using the designated track exit, proceed to the Black Flag Station with extreme caution.
- 16.7 **Black:** You have been identified as having made an infraction. If the Black flag is furlled, then the driver must discontinue his present driving or face an open Black Flag. An open Black Flag signals that the driver must proceed immediately to the pits via the designated course exit and report to the Black Flag Station. Full course Black Flags signifies that all drivers are to discontinue racing (no passing), slow down and proceed single file using the designated track exit to the Black Flag Station.
- 16.8 **White:** The White Flag warns of a service vehicle on course. Proceed with caution. In some instances, the Eventmaster may also designate the White Flag be displayed at a specific flag station as an indication of the last lap before the Checkered Flag.
- 16.9 **Checkered:** The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit.

17.0 PASSING RESPONSIBILITY

The responsibility to pass another car safely ultimately rests with the overtaking driver. The overtaking driver must realize that he has an advantage over the overtaken driver. The overtaking driver has a better view of the car in the lead, than the driver in the lead car has of the overtaking car. However, the driver of the car in the lead has an obligation to remain as aware, as possible, of passing vehicles and conduct himself in a safe and sportmanslike manner. If a defensive line is to be used, it must be established well in advance of the approaching car. A pass is defined as being completed when the front bumper of the overtaking car breaks the plane of the front bumper of the overtaken car. At that point, the overtaking car becomes the lead car and the responsibility shifts to the overtaken car in regards to passing safety.

- On a straightaway, the overtaken driver shall remain aware of all passing vehicles and shall not attempt to block or impede the progress of passing car(s).
- In the corners, the car in the lead at the “turn in point” of a corner has the “right of way” to the apex. Overtaking drivers that “dive” into a corner late, after the turn in point, will likely be held responsible for any incident, regardless of whether or not the overtaking car’s front bumper broke the plane of the overtaken car, before contact was made.
- If a car establishes position (equal side by side) with another car, before the “turn in point”, then the cars share the corner. They coexist and give racing room to each other.
- If a car establishes partial position (less than nose to nose) with another car before the “turn in point”, then the overtaken driver will leave racing room if possible. Most corners and most situations allow for coexistence when the overtaking car has established reasonable, but not complete position. However, the overtaking driver is responsible to know which corners and which situations are reasonable for coexistence and which are not. The overtaking driver must be cautious and understand the potential risk of the driver in the lead not seeing him. The overtaking driver must realize he is ultimately responsible for a safe pass and be ready to “back out” if necessary to avoid contact.
- If a slower car is being lapped or passed by faster traffic, it is courteous for the driver in the slower car to point the faster cars by and give racing room in the corners. The overtaking driver must be cautious and understand the potential risk of the slower driver not seeing him or misjudging the speed differential. The overtaking driver must realize that without a “point by” he is ultimately responsible for the safe pass of slow or lapped traffic.

17.1 In Racing, one line change is allowed when appropriate to defend position, however, multiple line changes, weaving and other forms of deliberate blocking are not allowed and shall result in black flag penalty.

17.2 All overtaking drivers shall approach the car to be overtaken in a safe and reasonable manner while maintaining a safe distance while executing a pass. All drivers must be cautious of multiple car passes as the driver being passed may not see additional cars hidden from view behind the first passing car.

18.0 HAND SIGNALS

The following hand signals must be performed as follows:

18.1 Before exiting the course, driver must signal by raising one hand.

18.2 The Eventmaster(s) will explain the hand signal procedures to all drivers. They will also explain which run groups have “open passing”, which groups must “point by” overtaking drivers and what side(s) of the car passing is allowed.

18.3 The driver of a stalled or spun vehicle must raise one hand to indicate they will not move until instructed by a course worker, or, if no course worker is visible, until the course is clear and it is safe to proceed.

19.0 PASSING AREAS

The Chief Driving Instructor shall designate all passing areas and ensure their locations are effectively communicated to all drivers.

20.0 COMPETITION NUMBERS

20.1 The Competition Director or designee will assign competition numbers.

20.2 All assigned competition numbers will be reserved until December 31 of the following year, pending membership and payment of competition license fees by the holder of assigned number. To reserve their assigned competition number for the following season, the member must compete in at least one event during the calendar year (per 7.3) unless specifically waived by a majority vote of the Board of Directors when extenuating circumstances may be considered. Available numbers can be reserved at the discretion of the Competition Director or his designee.

20.3 Requests to change an assigned number must be made in writing to the Competition Director and will be handled in the order of receipt.

21.0 CAR MARKINGS

Every competing car shall clearly display required car number and class identification. Magnetic signs are acceptable but must be properly secured to car. All markings must be clearly visible to all course workers while on course.

21.1 Assigned competition number (as printed on Competition License or assigned at registration) must be shown on a contrasting background and be a minimum of 8 inches tall with a minimum stroke thickness of 1.5 inches. Numbers shall be placed on both sides and front of car. Numbers of at least 4 inches tall shall be displayed on the rear of the car.

21.2 The correct car class designation must be displayed half the size of the competition number and placed on both sides of the car. For those cars competing in Racing events, the race class must also be displayed on rear of the car.

21.3 Location, content and mounting of all car markings is subject to approval of the Competition Director.

21.4 Solo Sprint and Cup Race students must display a clearly visible “X” of at least eight inches tall on the rear of the car.

22.0 TECH INSPECTION

The Board of Directors shall assign a Chief Tech Inspector to handle the details and physical procedures of vehicle technical inspection. The Chief Tech Inspector should also obtain sufficient staff to ensure the smooth and efficient running of inspections. The Chief Tech Inspector or his designee shall establish an area at the track for tech inspection.

22.1 The Director of Motorsports must approve official technical inspection stations.

- 22.2 An authorized POC Tech Inspector shall show tech inspection compliance by signing and stamping the competitor's Vehicle Log Book. Tech Inspection is mandatory for all vehicles and all events.
- 22.3 An adhesive sticker shall be given to each driver at registration for placement on the windshield to signify car has passed technical inspection.

23.0 TIMING AND POSTING

In case an event's timed runs or race cannot be successfully completed, one or more classes or the entire event may be designated, at the discretion of the Eventmaster and the Competition Director, "No Contest" and trophies will not be awarded.

- 23.1 Timed run and race scoring results must be recorded with redundant back up to prevent loss of data. Computer data must be saved and printed immediately when using transponder system, while light trip system or manual timing must be recorded and posted as follows:
1. On a slip of paper.
 2. On a master sheet.
 3. At the posting station.
- 23.2 Timing results must be posted by class on the official POC Timing Board for all participants to view as soon as possible, but no later than 30 minutes from the close of timing. Times will not be considered official until published. At the completion of the event, the timing papers and master sheet must be given to the Eventmaster. Results must be published within 7 days (see 3.2.5).
- 23.3 All drivers competing in a POC Race or Time Trail (STS excluded), must use an individually assigned AMB #X260 Transponder. Transponders cannot be shared. If two drivers share a vehicle and the transponder is hard-mounted in that vehicle, a method of disconnecting the transponder power must be provided. Rental transponders will be available at every event. The transponder mounting position is open, however, transponder cannot exceed 8 inches forward of the front axles' vertical axis.
- 23.4 In timed runs, four wheels off-course, running through a row of pylons, cutting across the course or any other excursion off the established course, including practice and cool down laps, shall be considered a DNF for that lap
- 23.5 Within ten days after event, registration cards, starter's log, release and waiver forms, timing printout and copy of event results shall be submitted to the applicable Short Track, **Solo Sprint** or Racing Director(s).

24.0 INSPECTION AND PROTEST

All cars in all classes must be available, unchanged, for thirty minutes following the completion of posting of timed results for the respective class. Any car protested must remain unchanged until the protest has been decided or until the Competition Director has given clearance. A car found to be illegally represented shall be disqualified. All cars are subject to inspection by the Competition Director and/or Competition Committee at any time during an event.

24.1 Right to Protest

The right to protest shall rest with the Competition Director, an entrant, or driver taking part in the competition in question. Each alone may protest a decision, act, or omission by the organizers, an official, car (as provided in 24.4), entrant, driver, or other person connected with the competition, which is considered to be in violation of the GCRs except that they shall have no right to protest against a refusal of entry.

24.2 Lodging a Protest

Every protest shall be submitted in writing to the Competition Director, or designee, specifying which rule(s) of the GCRs is claimed to have been violated, dated and signed by the protester. Each protest must include the number and class of the car or entrant being protested and (or when not otherwise possible or relevant) the name of the entrant.

24.3 Hearing Protests

Protests shall be reviewed as soon as practical by the Competition Director, Competition Committee or, as relevant, the Board of Directors. The Competition Director can decide a protest from an informal meeting with the consent of both the protesting and protested parties. Any party may request a formal hearing. All parties concerned shall be given adequate notice of the time and location of the formal hearing. They shall be entitled to call witnesses, but shall state their cases in person. In their absence, judgment may be by default. If a judgment cannot be given immediately after the hearing, all parties shall be informed of the time and the method by which the decision will be conveyed.

24.4 Protests Against Competing Vehicles

Entrants or drivers taking part in an event may protest an automobile in the same class as not conforming to the GCRs. They may request that the automobile be disassembled, inspected, or any other test be made, provided that they post a cash bond with the Competition Director sufficient to cover the total expense of disassembly, inspection and reassembly. The Competition Director will determine the amount of the bond. If the protest demands an inspection or disassembly that can not be performed immediately at the track, then the car will be impounded until the inspection can be performed. The POC shall not be responsible, or liable, for any damages or losses incurred or arising out of inspections.

- 24.4.1 If the vehicle is found to be in compliance with the GCRs the protestor shall forfeit the bond payment used to cover the associated costs.

- 24.4.2 If the vehicle is found not compliant with the GCRs the protester's bond shall be returned and the protested entrant will become responsible for covering the designated bond. Resulting in disqualification from the event, possible loss of accumulated competition points and any additional penalties or disciplinary action deemed appropriate by the Competition Director.

24.4.3 Failure of an entrant or driver of a protested vehicle to provide a completed Car Classification Rating Sheet or to allow inspection under the foregoing terms shall result in immediate disqualification and will result in the loss of accumulated points and other penalties deemed appropriate by the Competition Director.

24.5 Protests Against the Rules

Protests against event rules or GCRs must be submitted to the Competition Director.

24.6 Protests Against Actions Taken by Club Officials

Protests against actions taken by Club Officials must be submitted to the Board of Directors through the Competition Director.

24.7 Judgment

All parties concerned shall be bound by the decision given, subject only to appeal as provided in the GCRs.

24.8 Appeals

Appeals of actions taken by Club Officials or rulings of the Competition Director must be submitted in writing as follows:

- 1) First appeal must be submitted in writing and must be received by the Competition Director within 10 days of the original action. This appeal will be answered within 30 days.
- 2) Second appeal must be submitted in writing and must be received by a POC Board Member within 10 days of the denial of the first appeal. This appeal will be answered within 30 days.

24.9 Protest Time Limit

Protests must be received within the following time limits:

1. Against vehicle: Within 30 minutes following completion of time runs for the respective class.
2. Against mistake or irregularity in timed runs: Within 30 minutes following completion of timed runs.
3. Against event results: Within seven day of receipt of official results.

24.10 Appeal Time Limit

Appeals must be received within the following time limits:

1. Against rules or procedures: Anytime during competition year.
2. Against actions taken by the Competition Director: Within seven days of the action.

24.11 Vexatious Protest or Appeal

If the author of a protest or appeal has acted in bad faith or in a vexatious manner, they shall be deemed guilty of unsportsmanlike conducts and may be penalized as deemed appropriate by the Competition Director.

25.0 COMPETITION CLASSES

The following car classes are for Porsche cars manufactured for the USA with USA VIN numbers. Cars with European VIN numbers are accommodated, as fairly as possible, according to any performance differences. The Competition Director shall classify cars that are not listed in section 25.1 on an individual basis. Class Menus and car rating sheets (see **Appendix B & Appendix C**) are provided to assist in determining the correct class.

25.1 STOCK CLASSES

The stock class categories will allow a person the opportunity to compete with a car that is driven on the street and has a minimum of performance modifications. European or Rest of World Cars are designated below as (RoW).

<u>Year</u>	<u>Model</u>	<u>Engine</u>	<u>Trans</u>	<u>Weight</u>	<u>HP</u>	<u>Ratio</u> Wt/HP	<u>Wheels</u> F/R	<u>Fuel Tank</u> (gallons)
Class A								
56-59	356A	(1.6) Carbs		1955	75	26.1	6/6	13.7
60-64	356B	(1.6) Carbs		2065	75	27.5	6/6	13.7
64-65	356C	(1.6) Carbs		2120	75	28.3	6/6	13.7
65-69	912	(1.6) Carbs		2240	90	24.9	6/6	16.4
70-73	914	(1.7) D-Jet		2241	80	28.0	6/6	16.4
74-75	914	(1.8) L-Jet		2241	76	29.5	6/6	16.4
76	912E	(2.0) D-Jet		2258	86	26.3	6/6	21.1
77	924	(2.0) K-Jet		2623	100	26.2	6/6	16.4
Class C								
60-63	356S-90	(1.6) Carbs		2065	90	22.9	6/6	13.7
64-65	356SC	(1.6) Carbs		2120	95	22.3	6/6	13.7
73-74	914	(2.0) D-Jet		2241	95	23.6	6/6	16.4
75-76	914	(2.0) D-Jet		2241	90	24.9	6/6	16.4
77 ^{1/2} -82	924	(2.0) K-Jet		2623	115	22.8	6/6	16.4
Class G								
65-68	911	(2.0) Carbs/9.0:1	(901 Trans)	2373	130	18.3	7/7	16.4
68	911T	(2.0) Carbs/8.6:1	“ “	2483	110	22.6	7/7	16.4
68	911L	(2.0) Carbs/9.0:1	“ “	2483	130	19.1	7/7	16.4
69	911T	(2.0) Carbs/8.6:1	“ “	2351	110	21.4	7/7	16.4
69	911E	(2.0) MFI /9.1:1	“ “	2351	140	16.8	7/7	16.4
70-71	914-6	(2.0)Carbs/8.6:1	“ “	2276	110	20.7	7/7	16.4
70-71	911T	(2.2) Carbs/8.6:1	“ “	2351	125	18.8	7/7	16.4
72-73	911T	(2.4) Carbs/7.5:1	(915 Trans)	2417	130	18.6	7/7	16.4
72-73	911T	(2.4) MFI /7.5:1	“ “	2417	140	17.3	7/7	16.4

73	911T (USA)	(2.4) CIS /8.0:1	“	“	2417	140	17.3	7/7	16.4
79-80	924 Turbo	(2.0) K-Jet /7.5:1			2779	150	18.5	7/7	22.2
80-82	924 Turbo	(2.0) K-Jet /8.0:1			2779	156	17.8	7/7	22.2
86-87	924S	(2.5) DME /9.7:1			2734	150	18.2	7/7	16.4
88	924S	(2.5) DME/10.2:1			2734	160	17.1	7/7	16.4
83-85	944	(2.5) DME 9.5:1			2778	150	18.5	7/8	17.4
86-87	944	(2.5) DME 9.7:1			2778	150	18.5	7/8	21.1
88	944	(2.5) DME 10.2:1			2844	160	17.8	7/8	21.1
89	944	(2.7) DME 10.9:1			2866	165	17.4	7/8	21.1

Class H

67-68	911S	(2.0) Carbs 9.8:1 (901 Trans)			2373	160	14.8	7/7	16.4
69	911S	(2.0) MFI 9.9:1	“	“	2351	170	13.8	7/7	16.4
70-71	911E	(2.2) MFI 9.1:1	“	“	2351	155	15.2	7/7	16.4
70-71	911S	(2.2) MFI 9.8:1	“	“	2351	180	13.1	7/7	16.4
72-73	911E	(2.4) MFI 8.0:1 (915 Trans)			2469	165	15.0	7/7	16.4
72-73	911S	(2.4) MFI 8.5:1	“	“	2469	190	13.0	7/7	16.4
74-75	911	(2.7) CIS 8.5:1	“	“	2469	150	16.5	7/7	21.1
74-75	911S	(2.7) CIS 8.5:1	“	“	2469	165	15.0	7/7	21.1
74-75	Carrera (US)	(2.7) CIS 8.5:1	“	“	2469	165	15.0	7/7	21.1
76-77	911	(2.7) CIS 8.5:1	“	“	2469	165	15.0	7/7	21.1
76-77	911S	(2.7) CIS 8.5:1	“	“	2469	165	15.0	7/7	21.1
78-79	928	(4.5) K-Jet 8.5:1			3351	230	14.5	7/8	22.7
80-82	928	(4.5) L-Jet 9.0:1			3351	231	14.5	7/8	22.7
87-88	944S (4 valve)	(2.5) DME 10.9:1			2866	190	15.1	7/8	21.1

Class I

78-79	911SC	(3.0) CIS 8.5:1 (915 Trans)			2756	180	15.3	7/8	21.1
78-79	911SC RoW	(3.0) CIS 8.5:1	“	“	2756	180	15.3	7/8	21.1
80-83	911SC	(3.0) CIS 9.3:1	“	“	2756	180	15.3	7/8	21.1
83-84	928S (2 valve)	(4.7) L-Jet 9.3:1			3351	242	13.8	7/8	22.7
89-91	944 S2	(3.0) DME 10.9:1			2998	211	14.2	7/8	21.1

Class J

76-77	Carrera RoW	(3.0) CIS 8.5:1 (915 Trans)			2513	200	12.6	7/8	21.1
80	911SC RoW	(3.0) CIS 8.6:1	“	“	2557	188	13.6	7/8	21.1
81-83	911SC RoW	(3.0) CIS 9.8:1	“	“	2601	204	12.8	7/8	21.1
84-86	Carrera	(3.2) CIS 9.5:1	“	“	2756	207	13.3	7/8	22.4
87-89	Carrera	(3.2) CIS 9.5:1 (G50 Trans)			2756	217	12.7	7/8	22.4
84-89	911Turbo Look	(3.2) CIS 9.5:1 (915 & G50)			2866	217	13.2	7/8	22.4
86-88	944 Turbo	(2.5)			2899	217	13.4	7/8	21.1
89-94	Carrera 4	(3.6) DME 11.3:1			3197	247	12.9	7/8	20.3
92-94	968	(3.0) DME 11.0:1			3086	240	12.9	7/8	19.6
97-99	Boxster	(2.5) 11.0:1			2756	201	13.7	7/8.5	15.3
00-02	Boxster	(2.7) 11.0:1			2778	217	12.8	7/8.5	16.9
03-04	Boxster	(2.7)			2811	225	12.5	7/8.5	16.9
05>	Boxster	(2.7)			2855	240	11.9	7/8.5	16.9

Class K

72	916	(2.4) MFI 8.5:1 (915 Trans)			2302	190	12.1	7/7	16.4
73	Carrera RS (RoW)	(2.7) MFI 8.5:1	“	“	2477	210	11.8	7/8	22.4
74-75	Carrera (RoW)	(2.7) MFI 8.5:1	“	“	2469	210	11.8	7/8	21.1
74	Carrera RS (RoW)	(3.0) MFI 9.8:1	“	“	2644	230	11.5	7/8	21.1
76-77	911 Turbo	(3.0) CIS 6.5:1			2635	245	10.8	7/8	21.1
84-89	911 Carrera (RoW)	(3.2) DME10.3:1			2667	231	11.5	7/8	22.4
80-83	928S RoW	(4.7) K-Jet 10.0:1			3351	300	11.2	8/8	22.7
84-86	928S RoW	(4.7) LH-Jet 10.0:1			3351	310	10.8	8/8	22.7
85-86	928S	(5.0) LH-Jet 10.0:1			3351	292	11.5	8/8	22.7
87-91	928 S4	(5.0) LH-Jet 10.0:1			3505	320	11.0	8/9	22.7
89-91	928 GT	(5.0) LH-Jet 10.0:1			3505	330	10.6	8/9	22.7
88	944 TurboS	(2.5)			2998	250	12.0	7/9	21.1
89	944 Turbo	(2.5)			2998	250	12.0	7/9	21.1
88-89	Carrera Club Sport	(3.2)			2656	214	12.4	7/8	22.4
90-94	Carrera 2	(3.6)			3031	247	12.3	7/8	20.3
92-93	American Roadster	(3.6)			3252	247	13.2	7/9	20.3
92-94	911RS America (USA)				2954	247	12.0	7/8	20.3
95	993 C4	(3.6)			3175	270	11.8	7/9	19.4
00-02	Boxster S	(3.2)			2855	250	11.4	7.5/9	16.9
03-04	Boxster S	(3.2)			2910	258	11.3	7.5/9	16.9
05-06	Boxster S	(3.2)			2965	280	10.6	7.5/9	16.9

Class L								
78-80	911 Turbo	(3.3)		2855	265	10.8	7/9	21.1
86-89	911 Turbo	(3.3)		2943	282	10.4	7/9	22.4
91-92	911 Turbo	(3.3)		3274	315	10.4	7/9	20.3
87-88	928 S4 Club Sport	(5.0)			3263	316	10.3	8/9
92-95	928 GTS	(5.4)		3593	350	10.3	8/9	22.7
91-92	911RS (RoW)	(3.6)		2712	260	10.4	7/8	20.3
95	993	(3.6)		3064	270	11.3	7/9	19.4
96-98	993	(3.6)		3064	282	10.9	7/9	19.4
96-98	993 C2S	(3.6)		3064	282	10.9	7/9	19.4
96-98	993 C4	(3.6)		3175	282	11.3	8/10	19.4
96-98	993 C4S	(3.6)		3175	282	11.3	8/10	19.4
99-01	996 C4	(3.4)		3031	300	10.1	8/10	16.9
02-04	996 C4S	(3.6)		3241	320	10.1	8/10	16.9
2006	Cayman S	(3.4)		2954	295	10.0	8/9.5	16.9
Class M								
99-01	996	(3.4)		2910	300	9.7	8/10	16.9
02-04	996	(3.6)		2966	320	9.3	8/10	16.9
05-06	997	(3.6)		3075	325	9.5	8/10	16.9
05-06	997 C4	(3.6)		3157	325	9.7	8/11	17.7
05-06	997 C4S	(3.8)		3252	355	9.2	8/11	17.7
Class N								
1994	911 Turbo	(3.6)		3274	355	9.2	8/10	20.3
95-97	993 RS (RoW)	(3.8)		2800	300	9.3	8/10	20.2
96-97	911 Twin Turbo	(3.6)		3307	400	8.3	8/10	19.4
98	911 Turbo S	(3.6)		3307	424	7.8	8/10	19.4
01-04	911 Turbo	(3.6)		3395	415	8.2	8/11	16.6
03-05	911 GT3	(3.6)		3043	380	8.0	8.5/11	16.6
05	911 Turbo	(3.6)		3505	415	8.4	8/11	16.6
05	911 Turbo S	(3.6)		3505	444	7.9	8/11	16.6
05-06	911 Carrera S	(3.8)		3131	355	8.8	8/11	16.9

STOCK/IMPROVED – POC Stock class weight based on stock factory DIN weight specifications with full factory installed fuel tank, spare tire and complete tool kit. **Adjustments have been made to pre-1976 factory weight specifications to compensate for the DIN weights not including a full tank of gas.** European DIN weight specification does not include USA import requirements (Door Beams, Catalytic, Bumper Shocks and Emissions Equipment). An additional weight of 20kg/44lb has been added to the related cars. Horsepower figures are listed in “DIN HP” from 1965-1991 and in “SAE Net HP” from about 1992 to present. Horsepower figures for RoW cars are listed in DIN HP.

Any vehicle not listed above requires Classification, in writing, by the Competition Director.

25.2 IMPROVED CLASSES

The Improved class allows more modification than Stock, but not as to create a Prepared class car. Improved Class cars must have all major interior components in place (i.e. seats, dash, fixed carpet, headliner, door panels, rear seat bases). Class structure for Improved is the same as that for Stock category.

25.3 PREPARED CLASSES

The Prepared Class allows more modification than Improved, but not as to create a V Class car. A Prepared car must have all major interior components in place (i.e. seats, dash, fixed carpet headliner, door panels, rear seat bases). Class structure for Prepared is the same for Stock category.

25.4 “V” CLASSES

There are six V classes structured as a continuation of progressed modifications to a production based Porsche street automobile. Once a Prepared class car exceeds 13 performance improvement points, or has any V class modifications (per 26.4), then the car moves into “V” Class. To determine which one of the “V” Classes the car will compete in, the class base points (per 25.4.1), the total Prepared Menu (**Appendix B**) points (or 13 points, whichever is greater) and the V Class improvement points are added together. (To determine the resulting Competition Class see 25.4.2). Any car exceeding 99 total points is deemed heavily modified and must compete in the GT classes.

V class cars must have factory style dash. Windshield, side, quarter and rear windows must be in the stock location and in the factory molding/channel (exception 6.19). Removal of interior is allowed provided the car conforms to the spirit of the V Class, i.e. aesthetically pleasing. Passenger seat may be removed.

V class cars must retain the stock tub from the front of the shock towers to the rear shock towers. The factory roof line “silhouette” for the model year must be stock (no chopped or laid back windshield). Doors, fenders, hood, bumpers and decklids may be replaced with fiberglass or carbon fiber components. However, adequate steel impact protection for driver and fuel tank are required. While alternate materials may be used in the above mentioned body parts and windows, the Competition Director must inspect the installation and attachment method(s) for safety and approval. When in doubt, consult the Competition Director.

25.4.1 Car Classification Base Points - The base points for cars are established by using the VIN number of the original chassis. If a vehicle has been brought up to an exact equivalent of another model, as specified in 25.1, the base points are established by using the VIN of the equivalent model class. Equivalent cars must receive written approval of the Competition Director and must be ratified by the Board of Directors. Equivalent cars are classified on an individual basis. A letter requesting special classification must be submitted to the Competition Director at least 30 days prior to the next event.

Base Points:

Class A	0 Points
Class C	4 Points
Class G	12 Points
Class G (72-73 911T)	16 Points
Class G (All 2.7's)	16 Points
Class H	18 Points
Class I	20 Points
Class I (78-83 911SC)	18 Points
Class J	28 Points
Class K	38 Points
Class L	44 Points
Class M	52 Points
Class N	65 Points

25.4.2 V Classes (Prepared (13 pts min.) + V Class Performance Modification points + base points) are as follows:

V5	1 to 37 points (4 cylinder, 2 valve per cylinder only)
V4	1 to 39 points
V3	40 to 51 points
V2	52 to 65 points
V1	66 to 82 points
V0	83 to 99 points

25.4.3 CUP CARS & Factory Club Racers Classes

Non street legal factory Cup Cars and Factory Club Racers, as delivered from the Porsche factory, without modification, except as provided below.

25.4.3.1 CLUB RACERS

<u>Base pts/Class</u>	<u>Year</u>	<u>Model</u>	<u>Weight</u>	<u>HP</u>	<u>Ratio</u>	<u>Wheels</u>
65 ptsMP	95-97	993 Carrera RS 3.8 (RoW)	2800	300	9.3	8/10
78 pts/NP	03-05	911 GT3 (3.6)	3043	380	8.0	8.5/11
95 pts/V0	All	911 GT2 (3.6)	3131	477	6.6	8.5/12

1. All POC Club Racing Safety requirements must be met
2. Updating by year & model type is allowed
3. Listed weight is the Prepared weight with full tank of gas.
4. Any point modification from the Prepared or V Menu must be added to the base points listed above. The total points will determine the Class (see 25.4.2)

25.4.3.2 CUP CARS

<u>Base pts/Class</u>	<u>Year</u>	<u>Model</u>	<u>Weight</u>	<u>HP</u>	<u>Ratio</u>	<u>Wheels</u>
70 pts/V1	All	C2 Carrera Cup Cars	2425	265	9.2	8/9.5
82 pts/V1	All	993 Cup Cars	2469	315	7.8	8.5/10
100+/GTC-3	All	996 Cup Cars	2550	360	7.1	9/11
100+/GTC-4	All	997 Cup Cars	2535	400	6.3	9/11

1. Wheel Type and Tires are free. Wheel width as above.
2. All POC Club Racing Safety requirements must be met
3. Updating by year & model type is allowed
4. Body parts may be replaced with stock factory parts.
5. Leading edge wing may be raised, but not higher than factory roofline.
6. Catalytic bypass pipe allowed.

For 993, 996 & 997 Cup Cars, any modification not listed above, moves car up in Class (see Comp Director)

25.5 HIGHLY MODIFIED "GT" CLASSES

All cars with performance improvement points and class base points combined of 100 or more will be classified in the Modified (GT) Class.

- GT1 All turbo or supercharged cars with engines over 2.5 liters displacement and with 100 points or more
- GT2 All normally aspirated cars with 100 points or more and engines larger than 3.4 liters.
- GT3 All normally aspirated cars with 100 points or more and with engines over 2.808 liters and up to 3.4 liters.
Also, all turbo or supercharged cars with engines up to 2.5 liters displacement and with 100 points or more
- GT4 All normally aspirated cars with 100 points or more and with engines up to 2.808 liters

Purpose built racecars utilizing composite materials as a main sub-frame and/or fully tube frame cars will move up one class and/or add weight, subject to a Competition Committee ruling of each car. These cars must have the stock wheelbase and silhouette of a Porsche.

25.5.1 **GTA CLASS**

996/997 non-street legal factory racecars (GT3R & GT3RS) will be classified in the GTA Class as stated below. Updating by model type is allowed.

GTA Factory 996/997 Racecars (GT3R & GT3RS) & 996/997 Cup Cars that don't conform to 25.4.3

25.5.2 **BOXSTER SPEC CLASS**

- '97 - '99 Boxster Spec Class racecars with all class approved modifications.
- BSR - Fully developed racecar with complete roll cage and all other approved modifications. This class is approved for all series.
- BSX - Cars conforming to this class are approved for Short Track and Solo Sprint competition only.

25.6 **RACE CLASSES**

Car classifications for the POC Racing series are a modified combination and grouping of the standard POC car classes. There are no stock or separate ladies classes. Race classes are as follows:

Race Class Corresponding Solo Sprint Classes

GTA	GTA
GTC-3	GTC-3
GTC-4	GTC-4
GT1	GT1
GT2	GT2
GT3	GT3
GT4	GT4
R2	V0
R3	NP, V1
R4	MP, LP, NI, V2
R5	KP, LI, MI, V3
R6	JP, KI, V4
R7	IP, JI, V5
R8	HP and II
R9	GP and HI
R9S	944 GSR SPEC CLASS
R10	CP and GI
R11	All A and CI
BSR	BSR
-	BSX

25.7 **EXHIBITION**

There are no points or trophies awarded in Exhibition class which is for the driver who wants to enjoy the opportunity to run their car, but does not want to interfere with other's efforts to compete for trophies and/or class championship. In addition, all factory purpose built race cars with tubular or composite monocoque chassis, e.g., GT1, 962, 917, 936 spyder, 910, 908, will run in Exhibition Class. Any car in Exhibition Class is subject to protest.

26.0 **ALLOWED MODIFICATIONS**

After you have picked your starting point from the STOCK CLASS LIST (25.1), there are three avenues that will help you classify your car as you make performance modifications.

First, there are the Class Menus. The modifications listed below in the Class Menu (26.1 Stock through 26.5 Highly Modified Classes) are the only modifications that may be made and still remain in the class for which the modification is listed. Additionally, each Prepared and V class category addresses known modifications that are acceptable, but are deemed a performance advantage (**Appendix B & Appendix C** are helpful tools). The accumulation of performance points from these improvements will determine in which class a car can compete.

Secondly, there are the Approved Engine Swaps (27.0), which will help you properly classify your car after you have changed or updated your engine.

Thirdly, there is the UPDATE-BACKDATE MODIFICATION Rules (28.0) when changes in Major Assemblies are made.

26.1 STOCK CLASS MENU

All items listed below, except as noted, are accepted for Stock and do not carry any performance point assessment. Any modification not expressly identified herein is not allowed.

26.1.1 GENERAL

26.1.1.1 Comfort and convenience modifications that have no effect towards improving performance such as factory or after-market steel framed seats, radios, type of instruments, etc.

26.1.1.2 USA VIN cars must use USA specifications replacement parts only unless specifically superceded by the Porsche Factory parts books. European VIN cars must use European specifications replacement parts only unless specifically superceded by the Porsche Factory parts books.

26.1.1.3 Factory equipped air conditioning may not be removed. Belt may be removed. Cars that didn't come with factory air conditioning must weigh POC stock specification weight.

26.1.1.4 Vehicles must weigh according to the POC stock specification weight, which includes full stock gas tank, spare tire, pump, jack and toolkit (Appendix A & 25.1 Stock Class Chart).

26.1.2 ENGINE

26.1.2.1 Remove rain shields from engine compartment lids.

26.1.2.2 Direct bolt-in replacement for the thermal reactors and catalytic converts are allowed (for track use only).

26.1.2.3 Any oil, water or air-cooling change that allows the engine to run cooler is permitted, unless otherwise prohibited. Addition of the cooling modifications shall not alter the aerodynamics or forced air flow to engine intake.

26.1.2.4 Addition of fender mounted coolers allowed.

26.1.2.5 Mechanical or oil fed chain tensioners update allowed.

26.1.3 SUSPENSION AND CHASSIS

26.1.3.1 Adjust suspension, except that resulting adjustment must allow the lowest part of the center of the car to clear a four-inch high block.

26.1.3.2 Wheel diameter may be 14, 15, 16, 17 or 18 inches.

26.1.3.3 Wheel widths as per 25.1

26.1.3.4 DOT street approved tires only. No "R" compound or DOT tread wear rating of 100 or less allowed. Tires must show no evidence of rubbing on any part of the car during the event and must conform to **6.12**.

26.1.3.5 Adjustment, but not modification, of stock suspension components or chassis is permitted.

26.1.3.6 Any make brake linings or pads. Remove brake dust shields.

26.1.4 BODY

26.1.4.1 The Competition Director may approve any purely cosmetic modifications.

26.1.4.2 Factory optional front and rear spoiler for model year allowed.

26.1.5 TRANSMISSION

26.1.5.1 Five speed transmission on cars where it was available as an option.

26.1.5.2 Factory optional limited slip.

26.1.5.3 Replacement on 914 and 914-6 to side shift linkage.

26.1.5.4 Factory short shifter allowed on 1984 and later 911 Models.

26.2 IMPROVED CLASS MENU

Any of the following modifications are allowed in Improved, in addition to those allowed in the Stock Class. Any modification not specifically listed here in is not allowed.

26.2.1 GENERAL

26.2.1.1 Comfort and convenience modifications that have no effect towards improving performance such as type of seats, radios, instruments, etc.

26.2.1.2 Approved roll bar is **mandatory** for Cup Racing. For Solo Sprints, an approved roll bar is **mandatory** in all convertibles, Targas, 914's and Boxsters. (See **Appendix D**).

26.2.2 ENGINE

26.2.2.1 Addition or relocation of oil filter or oil cooler(s).

26.2.2.2 Electric fuel pump

26.2.2.3 Use of any ignition system as long as the factory distributor for that type and year of car and engine is retained.

- 26.2.2.4 Balance engine.
- 26.2.2.5 Remove or modify air cleaner or install aftermarket filter.
- 26.2.2.6 Aftermarket mufflers that are intended for street use and do not exceed 100 dbA measured at 50 feet, free field conditions, are allowed. Exhaust manifolds, plumbing, etc. may only be replaced with aftermarket equivalents of the same functional and performance characteristics. Cars with headers or late (1975 and later) 911s with earlier heater boxes will move up one class.
- 26.2.2.7 2.0 liter 911T and 914-6 may use 2.2 liter 911T spec engine. However, no mixing of 2.0 liter and 2.2 liter engine components is allowed. (Subordinate to 26.4.3.13 in **Appendix C**)
- 26.2.2.8 All 356 and 912 engines may be enlarged to 1750cc. No racing pistons.
- 26.2.2.9 Change or modification of venturis, jets, or velocity stacks.

26.2.3 SUSPENSION

- 26.2.3.1 Any anti-sway bar or camber compensator.
- 26.2.3.2 Simple bolt-in place shock tower brace. No rivets, welds or new boltholes allowed for mounting.
- 26.2.3.3 Wheel widths same as Stock. See 25.1
- 26.2.3.4 DOT street tires, including "R" type, are approved only. The tires must not show evidence of any rubbing on any part of the car during the event and conform to all of 6.12. Non-competition street only purpose tires deemed inappropriate for racing applications will not be allowed in POC Racing events.
- 26.2.3.5 On 356, replacement and upgrading from drum brakes to stock 356SC type disc brakes.
- 26.2.3.6 140 lb. rate aftermarket rear springs on all 914s.
- 26.2.3.7 911Turbo / 930 tie rods.
- 26.2.3.8 "Cool Brake" or similar design brake cooling ducts.
- 26.2.3.9 Reinforced brake lines and/or any size factory master cylinder.
- 26.2.3.10 Any shock absorber, and/or re-valving of shocks, is allowed, except race shocks (externally adjustable and/or external reservoir).
- 26.2.3.11 Replacement of rubber suspension bushings with thermoplastic equivalents on rear spring plates. However, all bushings must be identical to the replaced part in design and concept.
- 26.2.3.12 Cross drilled or slotted rotors (except solid rotors).
- 26.2.3.13 Factory option M030 and M030 RoW Suspension for 993 and 996's

26.2.3.14 986,987,996 and 997 cars may use Porsche "GT3 Street" lower control arms for the purpose of achieving a maximum negative camber of 1.5 degrees on the front wheels only. Cars must retain stock rubber bushings.

26.2.4 BODY

- 26.2.4.1 Update early 911 and 912 fenders to 1969 specifications.
- 26.2.4.2 Conversion from dual to single battery system. Relocation of 914 battery to trunk. Must comply with 6.20.
- 26.2.4.3 Removal of rear seat backs.
- 26.2.4.4 The Competition Director may approve any purely cosmetic modification.
- 26.2.4.5 Decorative style mass-produced front spoiler subject to limitations of 26.1.3.1.
- 26.2.4.6 Fender flare lips may be rolled or shaved but not welded, riveted or cut to extend.
- 26.2.4.7 Factory option, 993/996 stock leading edge rear wing. Must maintain stock location of leading edge wing.

26.2.5 TRANSMISSION

- 26.2.5.1 Factory or aftermarket short shifter allowed.

26.3 PREPARED CLASS MENU

Any of the following modifications may be made in addition to those allowed in the Improved and Stock classes as long as the accumulation of performance improvement points does not exceed thirteen. Written approval is required from Competition Director or the Board of Directors for any modification that is not specifically listed herein.

Vehicles may weigh up to 145 pounds less than their approved Stock/Improved POC class weight (see Appendix A). POC Class "Prepared" weight includes a full, stock tank of gas.

- 26.3.1 Approved roll bar is required for all Prepared Class cars (see **Appendix D**). (Exception: coupes exempt at STS events.) Approved roll cage is allowed and recommended.
- 26.3.2 Front spoiler/air dam must not exceed the leading edge of the bumper at the point of measurement and must not extend upward from the top edge of the stock bumper.

- 26.3.3 Rear spoiler/whale tail must be a continuation of the body with no leading edge and must not block any vision to the rear or sides as viewed through the stock interior rear view mirror.
- 26.3.4 Only spoilers, bumpers, valance panels, hood and deck lid may be of non-stock fiberglass or composite materials construction. Secure mounting and latches must be suitably heavy duty and subject to Competition Director approval. Fenders, flares (except as allowed in 26.2.4.6), doors, roof and remaining chassis must remain factory stock material, form and function unless specifically approved otherwise in writing by the Competition Director.
- 26.3.5 Cars originally equipped with torsion bar suspension may not change to coil-over suspension
- 26.3.6 Any limited slip (factory or non-stock) differential.
- 26.3.7 Relocation of battery and removal of battery boxes to facilitate brake cooling ducts in early 911's (see 26.2.4.2). Must comply with 6.20.
- 26.3.8 See **Appendix B** for the complete listing of allowable performance modifications and their corresponding point assessments. A maximum of 13 points worth of the listed modifications is allowed for a vehicle to remain in Prepared class.

26.4 V CLASS MENU

Any of the following modifications may be made in addition to those allowed in the Prepared class as long as the total performance improvement points with the base points (see 25.4.0.1) does not exceed 99 points. Any modification, not listed and deemed a performance advantage, may be assessed performance improvement points by the Competition Director. You must have prior written approval from the Competition Director or the Board of Directors for any modification, which is not listed.

Vehicles legal weight begins at their approved Prepared POC class weight (see **Appendix A**). POC Class weight includes a full, stock tank of gas. Cars that are under weight must take weight points per 26.4.3.24. Cars that are over weight may decrease points per 26.4.3.25.

- 26.4.1 Approved roll bar/cage required in ALL V classes per **Appendix D**.
- 26.4.2 Any aerodynamic modification NOT LISTED in **Appendix C** is not allowed. All body panel openings, directly located near a front or back wheel, shall be covered with a piece of Hardware Cloth/Wire Screen with openings no larger than inch. Chassis diffusers and or aerodynamic modifications to under carriage are not allowed.
- 26.4.3 Modifying unibody to move suspension "pick-up points" is not allowed. Bolt on modifications that change pick up points are not allowed. Pick up points must be in stock location per VIN.
- 26.4.4 Any pre-1990 vehicle in V may use 1989-1994 3.6 liter engine. Car shall start with K base points and C2 Carrera VIN weight and may upgrade to 911 Turbo / 930 brakes.
- 26.4.5 See **Appendix C** for a complete listing of allowable performance modifications and their corresponding point assessments.

26.5 HIGHLY MODIFIED GT CLASS MENU

Any car, which exceeds the modifications of the V Class and/or has 100 or more Total Classification Points will be classified in the Highly Modified **GT** Class. Generally, most modifications will be allowed, however, the car must meet accepted safety requirements and the minimum guidelines below. The decision for the car to be allowed to run rests entirely with the Competition Director and the Competition Committee. Classes for competition will be based primarily on engine size and turbo/supercharging. (see 25.5)

26.5.1 GENERAL

- A) Factory installed roll cage or an approved custom roll cage per **Appendix D** is required
- B) An approved Fuel Cell is required. Cars with fuel tanks protected by a metal bulkhead and located behind the front shock towers are exempt.

26.5.2 ENGINE

- A) Must use a Porsche OEM engine. (see 4.8) Modifications are unrestricted.
- B) Engine must run on gasoline. Nitrous oxide is not allowed. (see 4.11)

26.5.3 TRANSMISSION

- A) Must use a Porsche OEM Transmission case. Modifications are unrestricted.

26.5.4 CHASSIS & SUSPENSION

- A) Must use a Porsche chassis (see 4.8) consisting of a stock tub that includes the original floor pan, rocker panel longitudinal frame members and front firewall.
- B) Cars that modify stock chassis by utilizing composite materials as a main sub-frame and/or fully tube frame cars will move up one **GT** class and/or add weight or be moved to Exhibition Class subject to a Competition Committee ruling of each car. All these cars must have a stock Porsche wheelbase, based on some stock version of the bodywork type of the car. (see 25.5)
- C) All cars must be equipped with a metal firewall, capable of preventing the passage of flames, fumes, debris and separating the driver's compartment from the engine and fuel tank compartments. Firewall must be constructed of steel and/or aluminum and be in approximately the same location as the original firewall. Firewalls must extend from outer body skin to outer body skin..
- D) Modifying unibody to move pick-up points is allowed.
- E) Suspension modifications are unrestricted.
- F) Ride height is unrestricted, but no part of the chassis/body/suspension may touch/rub/scrape the track at anytime.

26.5.5 BRAKES

- A) Any brake and rotor combination that meets POC safety standards is allowed.
- B) Brake lights must be, at least, as bright and as visible as stock brake lights. It is mandatory that at least 2 brake lights are in working condition before going on track.

26.5.6 WHEELS & TIRES

- A) Any wheel and tire combination that meets POC safety standards is allowed.
- B) Centerlock hubs must include safety latch outboard of wheel nut.

26.5.7 BODY & INTERIOR

- A) All cars must be recognizable as production based Porsches. (see 4.9)
- B) Doors, fenders, hood, bumpers and decklids may be replaced with fiberglass or carbon fiber. However, adequate steel impact protection for driver and fuel tank are required. (see 25.4)
- C) Ground Effects, such as, a non-stock flat pan or bottom, must be approved by the Competition Director. Channels and/or tunnels on the underside of the car are not allowed.
- D) Rear spoilers or wings may not be wider than the basic bodywork or fenders. They may not be more than 6" higher than the roofline or extend more than 6" beyond the rear bumper. Splitters may not extend more than 6" beyond the front bumper/bodywork.
- E) Aerodynamic devices which are driver adjustable or which adjust themselves while on the track will not be allowed. Factory fixed-speed deploying devices operating within factory specifications are exempt. (New)
- F) The fender must cover all parts of the tires, which normally contact the road when measured from a vertical drop from the fender edge through the centerline of the wheel. Fender must also cover tire to the rear so that debris, rubber or rocks are not thrown backward, into a following car. All body panel openings, directly located near a front or rear wheel, must be covered with a piece of wire screen with openings no larger than ". (see 6.12 & 26.4.2)
- G) Removal of interior is allowed, but fuel lines, fuel components, high-pressure lines, oil sumps and/or oil containers may not be exposed to the driver's compartment. Oil lines must be stainless steel braided with thread-on connections. Running gear and batteries should be completely covered by a metal bulkhead, so that they are not visible and safely sealed from any driver exposure. (see 6.18, 6.23)
- H) Lexan windshields of appropriate thickness are allowed (see 6.19). Windows other than the windshield may be replaced with break-resistant plastic.
- I) On-board fire system or a fire extinguisher is mandatory (see 6.8).

26.6 944 "GSR" SPEC CLASS

The purpose of this Spec Class is to provide a racing experience where the cars are reliable and performance potential is as even as possible. These rules are intended to control costs and remove any performance advantage from the cars so that driving ability and suspension set up are the greatest factors in determining race winners.

26.6.1 GENERAL

- Eligible Models consist of: 1983-1988 Porsche 944, Normally Aspirated 2479 cc and 1987-1988 Porsche 924S, 2479 cc
- All parts must be factory stock from one of the eligible year models, except where otherwise noted.
- All parts may be updated or backdated, except where otherwise noted.
- In general, modifications which improve aesthetics, access to systems, safety or reliability are allowed and encouraged provided they offer no performance advantage. There are no exceptions.
- All safety standards not specified herein shall conform to the V-class Standards of the POC GCR's. Electrical cutoff switches are required.
- Roll Cages may be of weld-in or bolt-in type and must mount to the chassis at no more than six points and cannot mount past the firewall. The front four mounts must be either on the floor or the doorsill of the car. Cages may be welded to the A-Pillar and/or B-Pillar.
- Minimum weight requirements must be met immediately following all qualifying sessions and races. The car, including driver, must weigh at least 2600 pounds. The choice of which systems/accessories to remove, in order to lighten the chassis, is free. Batteries may be swapped for a lighter type but must be securely mounted in the stock location. Lexan may be substituted for window glass only on the doors and must follow POC GCR rule 6.14.
- Additional weight may be added to the vehicle providing that all of the following conditions are met:
 - Additional weight shall serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as "ballast." Ballast shall be made of solid metal, and must be installed securely. All pieces of ballast must be bolted per POC GCR's.

26.6.2 ENGINE

- All engine components must have been offered for sale in a Porsche 944 or 924S from model years 1983-1988 with 2.5-liter eight-valve engines only sold by a dealer in the United States of America. All engines and their internal components must remain stock, except as provided by these rules, and within factory specified tolerances. Balancing and lightening of engine parts is not allowed.
- Cylinder heads may be shaved for trueness. Maximum compression ratio allowed for all cars is 11:1.
- Ethylene glycol-based anti-freeze is prohibited because in the event of a spill, it is extremely slippery. Distilled water is recommended as a replacement. Use of additives, such as Redline Water Wetter is permitted. Heater core bypass or block off systems are allowed. No additional water cooling devices are allowed. Radiator fans may be direct wired with a switch.
- Only the stock radiator is allowed.
- Any thermostat is allowed. Thermostat may be removed.
- The factory oil cooler may be removed and an external oil cooler installed. Cooling vents in the fascia with a maximum area of 60 Sq. Inches is permitted. The intent of this rule is to fix the known problem of inadequate factory designed oil coolers, which can cause an oil/water mixing problem.
- Throttle Body must remain stock with no modifications. Air flow meter must remain unmodified.
- Throttle Cam - No restrictions.
- Air Filter - No restrictions.
- Fuel Filler - Must remain stock
- Any spark plug or spark plug wires may be used. Any initial ignition timing may be used.
- The stock computer engine management system must remain stock. No other engine management system may be added. Aftermarket tuner chips may be used.
- Exhaust System - Free from head back.

26.6.3 TRANSMISSION

- Any clutch disc and clutch cover (pressure plate) may be used, providing they mount on an unmodified flywheel. Lightening the flywheel is not allowed.
- The ring and pinion must remain stock, which is 3.889 final drive ratio.
- Any limited slip is approved. Welded differentials are not allowed.
- First through fourth gear must remain stock for the Porsche 1983-1988 944 naturally aspirated and 924S models. Updating to the stock, shorter fifth gear from the 924S and 1988 944 is allowed.

26.6.4 BRAKES

- Brake pads are free.
- Steel braided brake lines are allowed.
- Splashguards may be removed.
- The emergency brake lever and/or cables and associated parts may be removed.
- Any brake fluid is allowed.
- Brake cooling systems are allowed, provided they use only air to cool with. Air may be vented through the fog light area in the front air dam for brake cooling.
- Any stock-sized rotor is permitted. Cross drilling or gas slotting of the rotors is allowed.
- All brake calipers must remain completely stock.
- ABS is NOT allowed on any model year, even if installed by the factory.

26.6.5 SUSPENSION AND CHASSIS

- All suspension components must be stock factory parts. They must be mounted in the unmodified factory original mounting locations. Updating /backdating of suspension components (e.g. A-arms, trailing arms, hubs (uprights), spindles, factory spacers) from eligible models is allowed provided the maximum track width is not exceeded.
- MAXIMUM TRACK WIDTH FOR ALL CARS IS EQUAL TO THE STOCK 944 AT 58.1 INCHES IN THE FRONT AND 57.1 INCHES IN THE REAR.
- The 924S models, with their narrower fenders and smaller track width front and rear, are allowed to increase track width by means of updating suspension components or adding spacers, however, tires cannot touch the fenders at any point in the suspension travel or steering travel. NOTE: 924S models came stock with late offset 6-inch wheels. Care must be taken when installing the larger spec wheels and tires to ensure there is no contact with stock springs.
- Shocks may not have more than one external adjustment. Remote reservoir shocks are not permitted. Threaded body shocks similar to the factory M030 package are allowed on the front only. Shocks must be original factory installed shocks or the following models and part numbers:

Koni

Front: 8641-1038 Sport, 8641-1414 Sport
Rear: 26-1209 Sport, 8040-1035 Sport

Bilstein

Front P30-0104, AK1110, AK1111
Rear: B36-0161, B36-2052

- No modification of the shock tower is allowed. The brace must bolt on. No exceptions are allowed.
- Any spring rate is permissible in the factory original location only. Coilover systems are not allowed in the rear. Any torsion bar size approved up to 30mm.

- Any sway bar is allowed as long as they are not cockpit adjustable.
- Any ride height, providing that no metal part of the vehicle touches the ground so as to be hazardous in the opinion of the Competition Director.
- Suspension bushings must remain non-metallic.
- Manual or power steering may be used. Power steering rack may be converted to manual. The steering lock may be removed.

26.6.6 WHEELS AND TIRES

- Only 15 x 7 inch ATS cookie cutter or phone dial wheels with offsets of 23.3 or 52.3 are allowed. Wheel studs are free. Wheel spacers are free. Steel lug nuts are required for racing.
- Spec tire is the 225/50/15 TOYO Proxes RA1 for Cup Racing, Solo Sprints and STS Events. KUMHO V700 VictoRacers (225/50/15) are allowed at STS Events in addition to the above mentioned TOYO's.

26.6.7 BODY/INTERIOR

- Exterior must have a clean and neat appearance.
- No air dams, wings or spoilers are allowed other than stock components. Modification of front air dam to enhance cooling is permitted. 944 front valence may be replaced with a fiberglass one provided it is an exact replica.
- The external profile and appearance of the stock fenders may not be modified. The front fender liners may be removed. 924S models may roll the front and rear fender lips inward for additional tire clearance.
- Two stock exterior mirrors in their stock locations are required.
- Body molding, bumper pads, antennas, license plates, license plate frames, license plate lights, and insignias and emblems may be removed.
- Hood pins are allowed. Stock hood latches may be disabled or removed.
- The driver's seat may be replaced with any seat suitable for competition, including a racing-type bucket seat. If the driver's seat is replaced, factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function. All driver seats shall conform to the GCR's.
- Factory dashboard instrument panels must remain intact. Additional gauges may be added. In cars with early dashboards, swapping the tachometer and speedometer, or substitution of an aftermarket tachometer in the factory location is allowed.
- Any steering wheel and attachments may be used except wood rimmed type steering wheels.
- Any shift knob may be used.
- The air conditioning system may be removed. The heater core and blower fan assembly may be modified or removed.
- All interior items may be removed except where otherwise noted. The driver's side floor mat must be removed. Both doors may be "guttered." Factory door beams must remain intact or NASCAR style side intrusion door bars must be added.
- All insulating material may be removed from the interior.
- Ducting may be added to provide fresh air to the driver/passenger compartment, providing that no modifications of the body structure are made to accommodate this addition.
- The passenger seat, mounting hardware, and seat belts may be removed.
- All competing vehicles must have both driver and passenger door windows removed or in the down position at all times while on course. Polycarbonate (Lexan) or Acrylic (Plexiglas) windshields or windows are not allowed.

27.0 APPROVED ENGINE SWAPS

27.1 APPROVED ENGINE SWAP TO 911SC

Any 911 may use 1978 - 1983 911SC USA specification engine. Car shall be classified in Class I and can be brought up to all 911SC specifications. Car must comply with 911SC weight requirements. Car is subject to inspection for compliance by the Competition Director and/or the Competition Committee.

27.2 APPROVED ENGINE SWAP TO 911 3.2 Carrera

Any 911 may use 1984 - 1989 911 Carrera USA specification engine. Car shall be classified in Class J and can be brought up to all 911 Carrera specifications. Car must comply with 911 Carrera weight requirements. Car is subject to inspection for compliance by the Competition Director and/or the Competition Committee.

28.0 UPDATE - BACKDATE MODIFICATIONS

Major complete assemblies only (i.e. engines, transmissions and brakes), may be substituted as listed below. For example, cars may UPDATE – BACKDATE within each line category below. A 1965 912 may only Update-Backdate between any 1965- 68 911 or 912, it may not update to a 1978 911SC. (See "Approved Engine Swaps" for out-of-category cars)

356	Any 356	ALL
911	Any 911 & 912	'65-'68
	Any 911, T, E or S & 912E	'69-'73
	Any 911 or 911S	'74-'77
	Any 911SC, Carrera, Turbo	'74-'89
	Any 911 Carrera 2, 4 or Turbo	'89-'94
914	914-4 & 914-6	ALL
924	924,924S & 924 Turbo (931)	'77-'82
928	Any 928, S, S4, GT, GTS	'78-'95
930	Any 930 or 911 Turbo	'75-'98
944	944, S, S2, Turbo, TS, 968	'83-'94
986	Any Boxster & BoxsterS	ALL
993	Any 993, 993 Turbo	ALL

996 Any 996, 996 Turbo ALL

Cars that are updated or backdated must run in the highest class and meet the corresponding vehicle's weight and other critical specifications, for any of the major components used on the car (no mixing of components between models or model years). Update or backdate between European and USA cars must be approved by the Competition Director and the Competition Committee. Update / backdates may be reviewed on an annual basis.

29.0 ANNUAL RULES REVIEW PROCEDURES

Porsche Owner's Club GCRs are to be reviewed on an annual basis. The specific events and approximate dates for this process are as follows:

May 1 - Notification on the POC web site, the FYI Section of the Event Entry Flyers and at Event Driver's Meetings that proposed rule changes may be submitted to the Competition Director between May 1 and July 1.

July 1 - Final date for submission of rules revision suggestions to the Competition Director.

July and August - Competition Committee reviews suggestions and formulates proposed revisions for the coming year.

September 1 - Proposed revisions published for comment either on the POC website or by separate E-mailing to all Club Members.

September 15 - Last day for submission of comments to the Competition Director. Proposed revisions reconsidered in light of comments by the Competition Committee.

October 1 - Proposed revisions submitted to the Board of Directors for ratification.

November 1 - Board approved revisions of GCR's published on the POC web site or by separate email to all Club Members. New rules to take effect January 1.

APPENDIX A -- POC APPROVED VEHICLE WEIGHTS

Model Year	Model Designation	Stock/Improved *	Prepared**	Off-Track***
	<u>356</u>			
1950-55	356 Coupe,	1915	1770	1865
	Cabriolet, Speedster	1760	1615	1710
1956-59	356A Coupe,	1955	1810	1905
	Cabriolet, Speedster	1760	1615	1710
	Carrera	2135	1990	2085
	GT Carrera	2003	1858	1953
1959-63	356B Coupe & S-90	2065	1920	2015
	Roadster	2003	1858	1953
	GT Carrera	1948	1803	1898
1963-65	356C Coupe & 356SC	2120	1975	2070
	<u>911</u>			
1965-66	911	2373	2228	2306
1968	911T & L	2483	2338	2416
1967-68	911S	2373	2228	2306
1969-71	911T, E & S	2351	2206	2284
1972-73	911T	2417	2272	2350
1972-73	911E, S	2469	2324	2402
1973	2.7 Carrera RS RoW	2469	2324	2365
1974	3.0 Carrera RS RoW	2644	2499	2548
1974-75	2.7 Carrera S/C USA	2469	2324	2373
1974-75	911, 911S	2469	2324	2373

1974-75	Carrera RoW	2469	2324	2373
1975-77	911 Turbo	2635	2490	2539
1976-77	911, 911S (2.7)	2469	2324	2373
1976-77	911 3.0 Carrera RoW	2513	2368	2417
1976-77	911 Turbo 3.0 RoW	2635	2490	2539
1978-83	911SC	2756	2611	2660
1980	911SC RoW	2557	2412	2461
1981-83	911SC RoW	2601	2456	2505
1978-79	911 Turbo	2855	2710	2759
1980-83	911 Turbo RoW	2865	2720	2769
1984-89	911 Carrera	2756	2611	2652
1984-89	911 Carrera RoW	2667	2522	2563
1988-89	911 Carrera Club Sport	2656	2511	2552
1984-89	911 Turbo Look	2866	2721	2762
1986-89	911 Turbo	2943	2798	2839
1989-94	911C4	3197	3052	3106
1990-94	911C2	3031	2886	2940
1991-92	911 Turbo (3.3)	3274	3129	3183
1994	911 Turbo (3.6)	3274	3129	3183
1992-93	American Roadster	3252	3107	3161
1991-92	911 RS America RoW	2712	2567	2621
1993-94	911 RS America	2954	2809	2863
1995-98	993	3064	2919	2979
1995-97	993 Carrera RS	2800	2655	2715
1996-98	993 C2S	3064	2919	2979
1995-98	993C4	3130	2985	3045
1996-98	993 Turbo	3307	3162	3222
1999-01	996	2910	2765	2840
2001-04	996 Turbo	3395	3250	3327
2002-04	996	2966	2821	2896
2002-04	996 C4S	3241	3096	3171
2005	997	3075	2930	3005
2005-06	997 C4	3157	3012	3082
2005-06	997 C4S	3252	3107	3177
2005	911 Carrera S	3131	2986	3061
2005	911Turbo & Turbo S	3505	3360	3435
	<u>912</u>			
1965-69	912	2240	2095	2173
1976	912E	2258	2113	2162
	<u>914</u>			
1970-76	914-4	2241	2096	2174
1970-72	914-6	2276	2131	2209
1972	916	2302	2157	2235
	<u>924</u>			
1977-82	924	2623	2478	2556
1986-88	924S	2734	2589	2667
1981-82	924 Turbo (931)	2779	2634	2676
	<u>928</u>			
1978-82	928	3351	3206	3245
1980-86	928S USA & RoW	3351	3206	3245
1987-91	928S4	3505	3360	3399
1989-91	928GT	3505	3360	3399
1993-95	928GTS	3595	3450	3489
	<u>944</u>			

1983-87	944 (2.5)	2778	2633	2705
1988	944 (2.5)	2844	2699	2748
1989	944 (2.7)	2866	2721	2770
1987-88	944S (2.7)	2822	2677	2775
1989-91	944S2 (3.0)	2998	2853	2902
1986-88	944 Turbo (2.5)	2899	2754	2803
1990-91	944S2 Cabriolet	3109	2964	3013
1988-89	944Turbo, 944TurboS	2998	2853	2902
	<u>968</u>			
1992-94	968 (3.0)	3086	2941	2999
1992-94	968 Cabriolet	3240	3095	3153
	<u>Boxster</u>			
1996-99	Boxster (2.5)	2756	2611	2696
2000-02	Boxster (2.7)	2778	2633	2708
2003-04	Boxster (2.7)	2811	2666	2741
2005	Boxster (2.7)	2855	2710	2785
2000-02	Boxster S	2855	2710	2785
2003-04	Boxster S	2910	2765	2840
2005-06	Boxster S	2965	2820	2895
	<u>Cayman</u>			
2006	Cayman S	2954	2809	2884

* STOCK/IMPROVED – POC Stock class weight based on stock factory DIN weight specifications with full factory installed fuel tank, spare tire and complete tool kit.

** PREPARED - POC minimum allowable weight based on stock weight less 100 lbs and less an additional 45 lbs. for the spare tire and complete tool kit, but with full “factory installed” fuel tank.

European DIN weight specification does not include USA import requirements (Door Beams, Catalytic, Bumper Shocks and Emissions Equipment). An additional weight of 20kg/44lb has been added to the related cars. Any vehicles not listed require written Competition Committee ruling on correct weight.

*** Official Cup Race and **Solo Sprint** “Off the track weight” will include the driver in the car, at weigh in, for Prepared and V Class Cars. This “Off the track weight” is calculated by taking your vehicle weight on your Vehicle Classification Sheet for V Class or Prepared weight. Add 180 lbs for the POC average drivers weight minus the stock fuel tank capacity for your car times 6.2 lbs/gal. (see 25.1 of the GCR’s for fuel tank capacity) See example below for a 1980 911 SC in Prepared Class:

POC Vehicle WT	2611 lbs
POC DriverWT	+180
Stock fuel WT	-131*
=====	
Total “Off track WT”	2660 lbs

*Fuel tank capacity = 21.1 gal. X 6.2 lbs/gal = 131 lbs.

APPENDIX B

2007 VEHICLE CLASSIFICATION FOR PREPARED CLASS

Name: _____ POC Membership # _____ Comp # _____ Date: _____
 Original VIN # _____ Orig. Model _____ Orig. Model Year _____
 Prepared Class Weight (per Appendix A) _____ lbs. Engine Displacement _____ Liters

Update/Backdate? YES/NO Engine Swap? YES/NO If yes – Competing as Model _____ Year _____
 If YES - Prepared Class Weight _____ (per Appendix A) Engine Displacement _____ Liters

Bore: _____ mm Stroke: _____ mm Car Class: T/T _____ Race Class _____
Note: All competitors with "V" Class cars must complete and attach this sheet to the "V" Classification Sheet

26.3.6 PREPARED CLASS PERFORMANCE MODIFICATION POINTS

26.3.6.1	Raised spindles, modified stock suspension &/or chassis to increase camber...	1
26.3.6.2	Reinforcement or update from steel to alloy of 914 rear control arms.....	0
26.3.6.3	Race tires.....	6
26.3.6.4	Open exhaust or mufflers that exceed 100dbA measured at 50 ft.....	1
26.3.6.5	Altered steering arms or steering rack/arm spacers for bump steer....	0
26.3.6.6	Removal of air conditioning.....	0
26.3.6.7	Non-stock Spring rate for Torsion Bars or Coil Springs (per axle).....	1-2
26.3.6.8	Non-stock rear whale tail or spoiler (Must conform to 26.3.3).....	1
26.3.6.9	Use any Factory distributor (except twin plug or crank fired).....	0
26.3.6.10	Brakes; M small caliper to S or A caliper	2
26.3.6.11	Replacement of suspension bushings with plastic/metal bushings or bearings.	0
26.3.6.12	Non-stock gear(s) and/or ring and pinion	3
	(Must maintain stock and unmodified mainshaft)	
26.3.6.13	Lighten flywheel and/or clutch assembly, change in valve springs retainers...	0
26.3.6.14	Change to any OEM DME control unit or replacement of ROM chip with other than stock OEM (normally aspirated models only).....	0
26.3.6.15	Injection system mods: Change to any OEM DME control unit or replacement of DME chip with other than OEM (Turbo only).....	4
26.3.6.16	Stock wastegate may be replaced with aftermarket wastegate, providing stock wastegate control is retained.....	0
26.3.6.17	Headers.....	2
26.3.6.18	Wheels: 1 point per half-inch, per axle over Stock/Improved (25.1)	
	Front width, from _____" to _____"	_____
	Rear width, from _____" to _____"	_____
26.3.6.19	Through bulkhead bracing.....	0
26.3.6.20	Approved Lexan windshield (all other windows must be stock).....	0
26.3.6.21	Vehicle may weigh up to 100 pounds less than POC Class weight per Appendix A . Weight includes full stock gas tank, spare tire, pump, jack and toolkit.....	0

TOTAL PREPARED CLASS POINTS (13 points maximum in Prepared).....

APPENDIX C 2007 VEHICLE CLASSIFICATION FOR V CLASSES

NAME _____

26.4.6	"V" PERFORMANCE MODIFICATIONS	POINTS
26.4.3.1	Distributor; Twin plug.....	4
26.4.3.2	Distributor; Crank fired (exceptions: 26.4.3.6 DME and Electronic Fuel Management Systems).....	2
26.4.3.3	Non-stock camshaft.....	4
26.4.3.4	Any modification that increases the compression ratio from VIN.....	4
26.4.3.5	Change intake or exhaust valve size, port shape, or dimensions. (Note: changes raising compression ratio must also add 4 points per 26.4.3.4).....	5
26.4.3.6	Normal aspiration changes from VIN. Change to any of; CIS, DME, Carburetors or Mechanical injection (non-race).....	4
26.4.3.7	Electronic Fuel Management (electronics only, no manifold changes).....	4
26.4.3.8	Electronic, Mechanical or Slide-Valve Fuel Management (non-stock manifolds) (exclusion from 26.4.3.9).....	10
26.4.3.9	Modifications or Change from OEM induction system: Intake runners, Throttle housings, Injection pump cams, Carburetor intake manifolds.....	4
26.4.3.10	Increase in # of cylinders from VIN. 2 points per cylinder.....	8
26.4.3.11	Upgrade or aftermarket intercooler.....	15
26.4.3.12	Use, or added, non-stock or aftermarket turbocharger or supercharger.....	15
26.4.3.13	Engine displacement increase from VIN as advertised:	
	- up through 250 (300cc for 4 cylinder only).....	4
	- up through 500cc.....	8
	- up through 750cc.....	13
	- up through 1.0 liter.....	17
	- Every additional 1–250 cc increase over 1.0 liter = 4 add'l pts.....	
26.4.3.14	Brakes (additive including section 26.3.6.10); -Any Caliper change from A or S caliper..... -Any rotor change from VIN.....	2 2
26.4.3.15	Upgrade turbo.....	4
26.4.3.16	Boost increase - Non-stock dual ported or aftermarket wastegate, modifications to banjo fittings, drilled cycle valve, wastegate spring change, installation of wastegate shims and/or KLR chip change. Cycle valve must be connected both electrically and mechanically.....	8
26.4.3.17	Manually adjustable boost	2
26.4.3.18	Leading edge rear wing (max. dimensions 9.75 x 60 inches may not be higher than factory roofline, may not extend beyond the stock rear bumper (Exclusion from 26.3.6.8).....	2
26.4.3.19	Aerodynamic Splitters.....	1
26.4.3.20	Race Shocks: external double/triple adjustable and/or external reservoirs....	2
26.4.3.21	Upgrade Torsion Bars to Coil-Over Springs (1 point per axle) (exclusion from 26.3.6.7) (non-stock adjustable rear spring plates allowed)...	1-2
26.4.3.22	Transmission: Non-stock or modified mainshaft from VIN.....	1
26.4.3.23	Decrease for narrow bodied "stock flares" 911('66-'94), 914 (all). Excludes Turbo and Turbo Look	-2
26.4.3.24	One point for every 25 lbs. under POC Production weight (per Appendix A) (round up in 25 lb. increments) Prod. WT. _____ - _____ = _____	
26.4.3.25	One point <decrease> for every 35 lbs. over POC Production weight (per Appendix A) (maximum allowable 10 pts) Prod. WT. _____ - _____ = _____<____>	

TOTAL V CLASS PERFORMANCE IMPROVEMENT POINTS.....
TOTAL PREPARED CLASS POINTS (minimum 13 points, whichever is greater).....
STOCK VIN BASE POINTS (per 25.4.1).....

 []

TOTAL V CLASSIFICATION POINTS.....

Class V5	01 - 37 points (4 cyl, 2 valves/ cyl.)	Class V2	52 - 65 points
Class V4	01 - 39 points	Class V1	66 - 82 points
Class V3	40 - 51 points	Class V0	83 - 99 points

APPENDIX D - ROLL BAR / CAGE SPECIFICATIONS

ALL vehicles required by the GCRs to be equipped with a roll bar or cage must meet these specifications. Roll bar must be securely mounted to the floor and/or longitudinal members of the unibody with the top of the main hoop at least 2" above the driver's helmet when the driver is seated in the normal driving position. The mounting area of "bolt-in" roll bars must be backed by a plate of a size equal to that of the upper mounting plate with a minimum thickness of 3/16". Bolts must be grade 5 or better. The roll bar must be mounted directly to the metal of the chassis and any padding, carpet, upholstery, etc. must be removed to satisfy this requirement. The roll bar must be full cockpit width, except as originally supplied by the factory for open race cars, and have two fore/aft braces of tubing size equal to the main hoop. The braces must be mounted as near to the top of the main hoop as possible and at an included angle of at least 30 degrees. Additionally, the roll bar assembly must contain a transverse (left to right-side) brace. Any portion of the roll bar which may come in contact with the driver's helmet must be covered with high density foam.

Minimum Roll Bar Tubing Sizes:

		<u>Under 1500 lbs.</u>	<u>Over 1500 lbs.</u>
Mild Steel	1.5"x.120"	1.75"x.120"	
Alloy Steel	1.375" x .090"	1.625" x .095"	

Through bulkhead bracing is defined as any non-production continuation of a structure through an existing bulkhead or any structure that causes energy to be transferred through a bulkhead.

Roll Cage Specifications:

For cars with roll cages, the main and front roll hoops must have, as a minimum, the following specifications:

	<u>Under 2500 lbs.</u>	<u>Over 2500 lbs.</u>
Mild Steel	1.50" x .095"	1.75" x .095 or 1.50" x .120
Alloy Steel	1.375 x .095"	1.50" x .095"

• **Approved Boxster Roll Cage Specifications (Mandatory for Cup Racing):**

Safety Devices Part # SD-P986: Main Hoop = 1.75" Diameter x .128" wall thickness with other tubing = 1.5" Diameter x .128 wall". DOM Tubing ONLY.

• **Approved Boxster Slalom/STS and Solo Sprint Specifications:**

Brey Krause Extension or Equivalent.

• **Following specifications for Boxster and all open cars:**

- 1) A minimum of 2 inches clearance under the factory roll bar, Brey Krause extension or cage main hoop fully strapped in, helmet on and in a pushing up position.
- 2) Arm Restraints Mandatory
- 3) Brey Krause Extension allowed only in STS and **Solo Sprints**. Cup Racing requires a full roll cage.
- 4) When utilizing the Factory Roll Bar or Brey Krause Extension the top must be up.
- 5) All other safety devices required per class, per GCR's

• **Approved Bolt in Roll Bar for 964, 993, Coupe and Convertible Solo Sprint and Slalom/STS Run Groups, as a minimum requirement:**

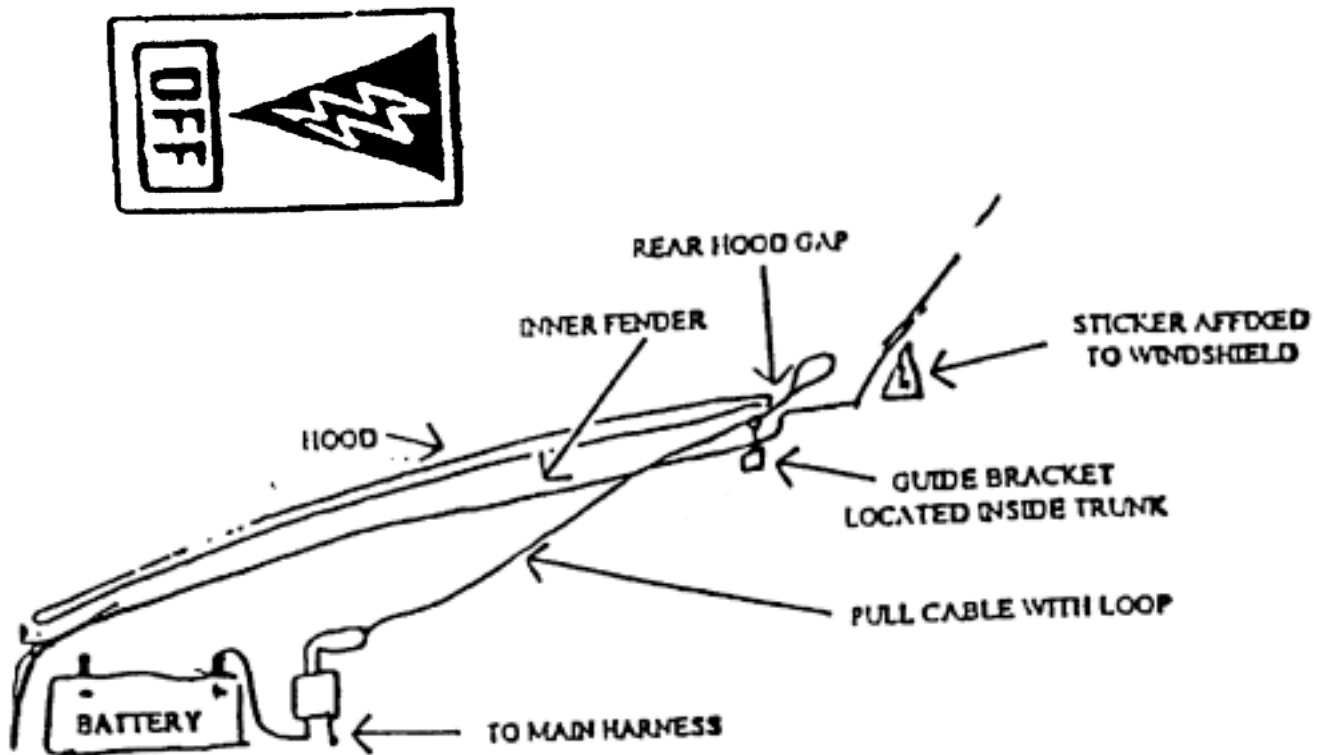
DAS Sports Bar with the following specifications: DOM Tubing 1.75" diameter x .120" Wall.

Drivers side impact door bars are mandatory through Race Class R4 (does not include stock door bars located inside doors) . Door Panels may be modified in "V" classes to allow for side impact door bars (i.e. removal of door pockets, use of RS style door panels). Door Bars may be of the bolt in kind. Passenger sidebars are highly recommended.

APPENDIX E - ELECTRICAL DISCONNECT SPECIFICATIONS

Per GCR 6.21, an electrical disconnect (battery cut-off) switch must be provided on all cars competing in the POC Racing Program. This switch must be wired such that electrical power to all circuits, except electrically operated on-board fire system, is disconnected. In the interest of convenience, the switch may be mounted in the trunk compartment and must be located rearward of the front strut housing. A pull wire passing to the outside may effect operation. The preferred location of the pull wire is on the driver's side. It must be clearly visible and its position marked with the approved decal of a lightning bolt and the word "OFF". The decal can be placed on the window glass as opposed to the bodywork, as close as possible to the pull wire. It is recommended that the pull wire be painted red for visibility. A permanently mounted switch, or pull wire, will be allowed in an alternative location providing the position is clearly marked with an approved decal and is easily accessible from outside the vehicle.

This requirement can easily be accomplished with the fabrication of a simple bracket to hold the switch near the battery. Braided wire can be used for the pull and it should pass through a small bracket mounted inside the compartment. A loop in the end of the cable completes the installation. Pulling the cable shall rotate the switch and disconnect the battery from the circuit.

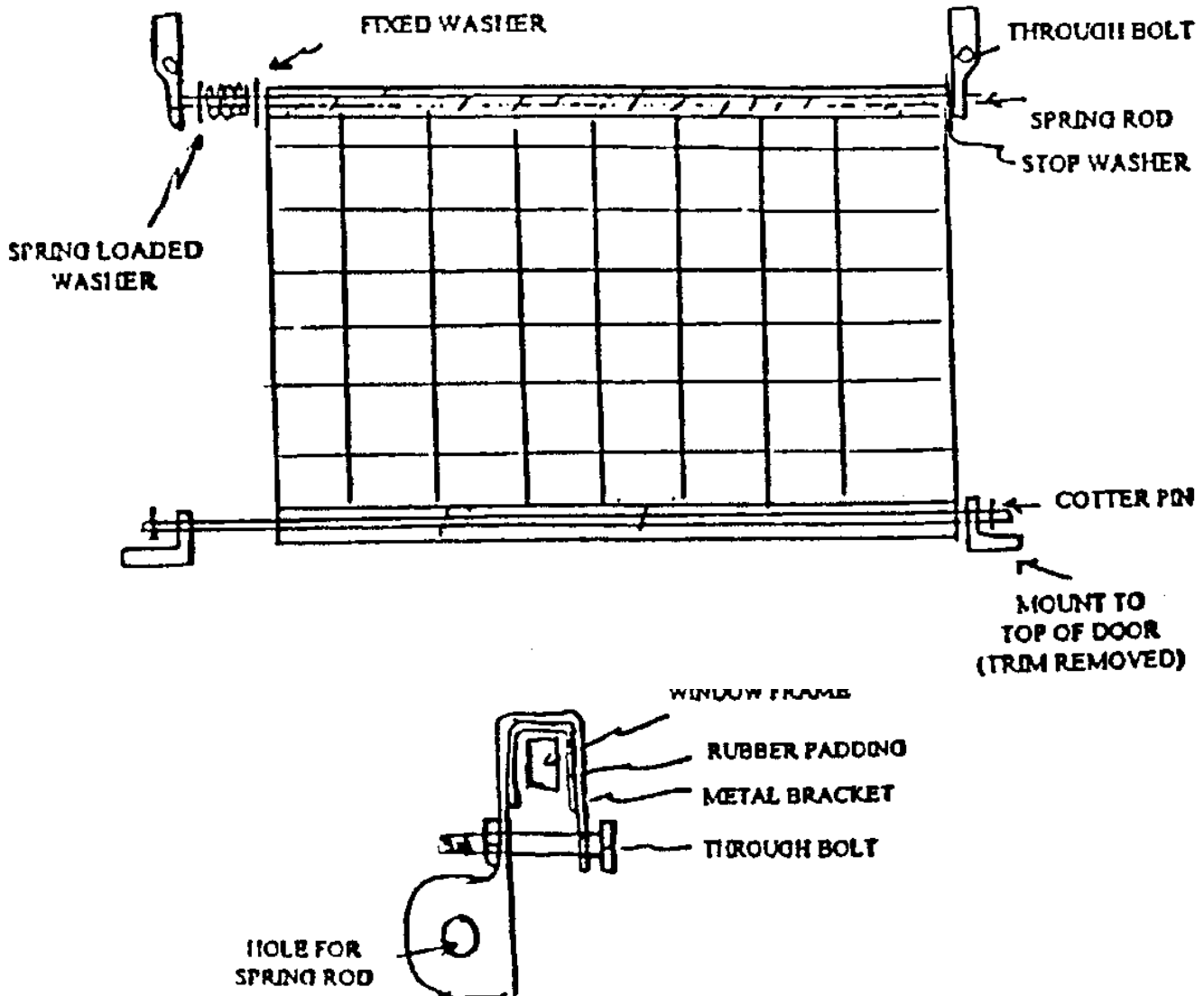


APPENDIX F - WINDOW NET SPECIFICATIONS

Per GCR 10.11, all vehicles competing in POC Racing must be equipped with a window net covering the driver's window opening of either the string or strap type. In cases where a full roll cage is used, it is highly recommended the net be attached to the cage and not the doorframe (added safety in the event the door should open in a major accident). Also, for the same safety consideration, arm restraints are required for all drivers of vehicles that have door mounted window nets or factory-type non-glass sliding windows.

The net must be mounted securely with provision for easy removal in the event of an accident. It is recommended that the net be permanently mounted at the bottom and removable at the top. If a vehicle is not equipped with a "Roll Cage" the net may be mounted to the window frame. The method of attachment can be brackets bolted around the upper window frame. The use of plastic tie wraps, straps or elastic cords is not allowed. For "V" class cars and other classes where the interior becomes a part of vehicle classification, the removal of the upper door sill trim is allowed to effect installation of the window net so that interior trim is not permanently altered.

The use of an arm restraint is approved in lieu of a door-mounted window net.



APPENDIX G -- POC RACE LICENSING POLICY

POC Racing has been designed to be safe, fun and competitive. Good sportsmanship, honesty, and a sense of fair play shall be the standard by which all participants and officials are expected to conduct themselves. All privileges to participate in POC Racing must be earned by satisfying these requirements while adhering to all provisions of these GCRs.

1. Participants must be POC members in good standing.
2. Participants must hold a POC Racing License and be a competitor in good standing. (see 7.0 Licensing)

LICENSING PROCEDURES:

Member must be **Solo Sprint** licensed and have completed and finished **6 Solo Sprints** prior to being eligible for the Racing Clinic. Once accepted, the member must complete 2 full Racing Clinics before a POC Racing License is granted. The issuance of a Racing License will be at the discretion of the Race Chairman and Chief Driving Instructor.

Drivers with appropriate racing experience may qualify for a waiver of all, or part, of the Racing Clinic. To apply for a waiver the candidate must submit the following:

1. Current, or recently expired, competition license from a recognized road racing sanctioning organization, including PCA, SCCA, IMSA and VARA.
2. Completion certificate from an accredited Racing school (i.e. Bondurant, Russell, etc.).
3. A complete and verifiable resume.

Suitability and acceptance of information for a waiver and/or clinic participation will be at the discretion of the Race Chairman and Chief Driving Instructor. All information submitted will be investigated to confirm legitimacy and accuracy by the Race Chairman or designee(s). Submittal of false information may result in suspension of all driving privileges and possibly further action by the POC Board of Directors.

Racing Clinics shall be offered as often as deemed appropriate and announced with the regular event flyers. All Racing Clinic participants will run within the same designated run group for that event and must complete the full weekend Clinic and have their participation and subsequent graduation recorded in their Drivers Logbook.

All vehicles participating in the Racers Clinic must be legal in their designated class and will be required to have their cars prepared, including all the personal and car safety equipment, as required by these GCRs. Safety rules for any Clinic weekend may be added or changed by the instructor or instructors.

The Clinic, as with all POC sanctioned speed events, will strictly adhere to the 13/13 rule and all provisions of Section 8.0. Any Racer Clinic participant receiving a 13/13 during participation in the Racer Clinic will be withdrawn from the Clinic and will not receive participation credit.

After completion of 2 Race Clinic weekends the candidate may be granted a Provisional or Rookie Racing License. The Competition Director or designee will maintain licenses. All 13/13 incidents and penalties will be tracked, and a database will be maintained on those drivers on probation or suspension

APPENDIX H - LOGBOOKS:

Driver's Logbook:

Driver's Logbooks will be issued to all active members and associates with a competition license. The purpose of this book is to maintain an individual safety and race history of the associated driver, while also allowing the Competition Director, Chief Driving Instructor, Board of Directors, Event Steward, or official designee to make a more informed decision with regards to inappropriate driver conduct and to simplify tech inspection of personal safety equipment.

1. The Driver's Logbook is required to register at all **Solo Sprints** and Races. Students under instruction are exempt from logbook requirements until a competition license is issued.
2. The Driver's Logbook must be completed and kept current with required photo and data. Medical form verifying driver passed a formal physical exam is required for all Cup Race drivers over the age of 40 years with renewal required every two years.
3. The following officials will only make entries to your Driver's Logbook:
 - a. The Competition Director, Chief Driving Instructor, Board of Directors, Event Steward or official designee.
 - b. If an event does not have the services of corner workers and/or POC designated Officials, the Eventmaster becomes the Chief Steward and has authority to make entries in a Driver's Logbook. Otherwise, an Eventmaster cannot act as a Chief Steward.
 - c. Personal safety equipment entries may be made by all the above, as well as by an Official Tech Inspector.
4. Entries in a Driver's Logbook may be protested. See GCRs Section 24.0 for more information.
5. Random spot checks may be conducted by any of the above named officials. Failure to produce a Driver's Logbook in a timely fashion, as requested, may result in removal from the event. It is required that the Logbooks be kept in a safe place in your Track Car.
6. Any false, modified, or otherwise misleading entries will not be tolerated and may result in severe penalties.

Vehicle Logbook:

Vehicle Logbooks will be issued to all active members and associates with a current **Solo Sprint** and/or Racing competition license. Vehicle Logbook is required as part of your Official Technical Inspection to help insure that all competitor's vehicles comply with the safety requirements.

1. Vehicle Logbook must be completed with all required information complete with photos and kept current.
2. Members who own and compete with more than one vehicle may request additional Vehicle Logbooks as needed. Members who acquire a new competition vehicle will apply for a new Vehicle Logbook through the Board of Directors and Competition Committee.
3. Vehicle Logbooks must be presented at Official Tech Inspection Stations to be pre-tech inspected for **Solo Sprint** and race events. Event tech inspection sheets are still required at pre-tech stations and are to be mailed in with your event entry. The Official POC Tech stamp must be present on both the Vehicle Logbook and the event tech sheet. Official POC Tech Inspection Stations will not tech a licensed member's car without a Vehicle Logbook.
4. The Vehicle Logbook must be presented at registration with complete tech information, tech inspection stamp, inspector's signature and current event date. An incomplete Vehicle Logbook will require re-tech at the track plus associated late tech fee.
5. The only valid entries in your Vehicle Logbook allowed will be:
 - a. An Official Tech Inspection Station, complete with the inspector's signature and Official POC Tech Station stamp. Make sure the stamp is applied as a missing stamp voids your tech inspection.
 - b. In case of an incident causing damage to your car or other property, the Competition Director and/or any member of the Board of Directors shall make a related entry in Vehicle Logbook for future technical inspection reference.
 - c. Entries stemming from vehicle protests, results of the protest, including possible re-class of the vehicle, will only be made by the Officials as outlined above.
 - d. As may be deemed necessary by the Competition Director, Chief Driving Instructor, Board Member, Event Steward or official designee (the Official writing an entry in a Driver's Logbook must sign and date the entry).
6. Any false, modified or otherwise misleading entries will not be tolerated and may result in severe penalties.
7. Random spot checks may be conducted by any of the above named officials. **Failure to produce a Vehicle Logbook in a timely fashion, as requested, may result in removal from the event. It is required that the Logbooks be kept in a safe place in your Track Car.**
8. The Vehicle Logbooks may also be used to assist the Chief Tech Inspector in the review and renewal of Official Tech Inspection Stations.

APPENDIX H - LOGBOOKS (cont.):

Replacement Logbooks:

Logbooks are a part of your required equipment. Replacement logbooks should not be required. Should you need a replacement logbook, a written request will be required, in addition to \$50.00 for each logbook. The written request should detail the reason for the replacement logbook(s). This should be done prior to an event. If a request for a replacement Vehicle Logbook is made at registration, the vehicle will have to be tech inspected at the track, including event's specified track tech fee, \$50.00 logbook fee, and the written request. The replacement logbook will then be issued only after the Competition Director, or designee, has reviewed and approved the written request.

Additional Logbook Pages:

Additional logbook pages will only be issued upon providing proof of a full logbook. These pages will be added to your full, existing logbook. False entry penalties:

1. In the case of false entries, or tampered logbooks (i.e. missing pages) penalties will be incurred. The penalties may include any or all of the following:
 - a. Expulsion from event.
 - b. Denied entry to next event.
 - c. Forfeiture of competition points - Solo Sprint group.
 - d. Forfeiture of competition points - Race group.
 - e. 13/13 as decided by the Board of Directors.

Your logbooks should remain in your possession at all times. The logbooks are your responsibility, not a POC Official's responsibility. A POC Official in possession of your logbook must return your logbook to you before leaving your presence, or, the Official may require you remain with them until the logbook can be returned to your possession.