Porsche Club
Porsche Owners Club

General Competition Rules 2012

Effective January 1, 2012

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 Performance Driving Series (PDS), Time Trial 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

TABLE OF CONTENTS

TABLE OF CONTENTS (cont)

1.0 **ANNUAL RULES REVIEW PROCEDURES**

Porsche Owners Club GCRs are to be reviewed on an annual basis. The specific events and approximate dates for this purpose are as follows:

May 1 – Notification on the POC web site, the FYI Section of the Event Entry Flyers or at an Event Driver's meeting that members will have up to July 1 to submit suggestions for proposed rule changes to the Competition Director.

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

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

September 1 – Comments by the Competition Committee on the proposed member suggested revisions will be published for further comment either on the POC website or by separate e-mailing to all Club members.

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

October 1 – All proposed GCR revisions submitted to the Board of Directors for ratification.

1.1 The POC Board of Directors may at any time, amend the GCR at their discretion.

1.1.1 The POC Board of Directors will notify members of changes to the GCR.

2.0 **COMPETITION DIRECTOR**

The Board of Directors shall appoint the Competition Director, the Chief Driving Instructor and the Event Steward. Of these three, the Event Steward is the only one who need not be an active club member. If not a club member, then the Event Steward may be compensated as established by the Board of Directors from time to time.

2.1 The Competition Director shall appoint a group of at least 4 additional active members, one of whom shall be the Chief Driving Instructor, to form the Competition Committee who shall then be ratified by the Board of Directors. The Competition Committee shall be responsible for annually reviewing the GCR, interpreting the GCR, 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 GCR.

3.0 **WAIVER AND RESTRICTIONS**

No one may participate in any POC driving event without executing a POC approved "Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement". Participation is defined as being granted access to areas which would be "restricted" to family, friends, helpers and the general public, etc. Where POC usually conducts driving events, these "restricted" areas would normally be defined as "Hot Pits" and "Track". However, a venue which POC may use may designate additional areas as "Restricted", and access to those areas would also require the execution of a Waiver as outlined above.

3.0.1 No one under the age of 18 may participate in any POC driving event *unless* they have executed the "Waiver" outlined above, *and* a parent and/or legal guardian has executed an additional waiver *and* that parent and/or legal guardian is in attendance. However, no one under the age of 16 shall be allowed to either drive or be a passenger in any POC driving event under any circumstances.

3.1 At event registration, POC will provide appropriately coded wristbands signifying compliance with these restrictions. Should anyone be found in a "restricted" area without such a wristband, they will be asked to immediately leave the restricted area and may not return until they have executed the appropriate waiver/s, been issued the appropriate wristband, and verified the execution of the waiver with the Event Steward.

3.2 These restrictions apply to the entire period during which the POC has control of a driving venue. However, when the competition surface is officially 'closed', i.e., lunch time drive-a-rounds, evening walks, etc., any person who meets the Federal guidelines for individual seat belt use, i.e. over 4' 7" in height and/or 100 pounds in weight, may be granted access to the designated areas provided they, and a parent or guardian have executed the appropriate Waiver. (See 3.0, 3.0.1, 3.1)

4.0 **AWARDS**

4.0.1 Class awards shall go to 1st place winners. A 2nd place will be awarded to classes of 6 entries or larger and a 3rd place to classes of 11 or more.

4.0.2 An award will be given to the Fastest Time of Day at PDS and Time Trial events. Non-Porsche cars are not eligible for FTD awards.

4.1 **DISTRIBUTION OF AWARDS**

Awards distribution will commence after the period for filing protests and appeals has elapsed. If a protest or appeal which would affect distribution of awards has been lodged, affected awards shall be withheld and results provisional until resolution of the protest or appeal.

4.2 **POINTS AWARDS**

Competition Points, Service Points and POC Bucks will be awarded only to current POC members with membership and competition license fees paid in full. These accumulated points will determine competition and service point championships.

4.2.1 **Year End Championship Awards**

Competition Points and Service Points will be awarded to members whose membership and competition licenses are current at the time of a competition. These accumulated points will determine year-end championships. You must compete in a minimum of 60% of the competitions in a class to be considered for a class championship. Should the calculation result in a fractional event requirement, the result will be raised to the next highest full event count. Other requirements are noted below. Up to three places for each class may be awarded.

4.2.2 **Earned Service Points Requirements**

Performance Driving Series	100 pts
Time Trial Series	300 pts
Cup Race Series	300 pts

4.2.3 All Service Points earned shall be compiled as one total with 300 points qualifying a member for any number of championships.

4.2.4 **Number of Events Scored**

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

4.2.6 Race and Time Trial Championship points will be determined by totaling points won from all Race and Time Trial events held, less the points from the number of events as outlined in table below. An event where there is a 13-13 or other disqualification can be counted as a 'dropped event'.

Total Number of Scheduled Events	**Events Subtracted from Total**
1-4	0
5-8	1
9-12	2
13-16	3
17-20	4

4.2.7 A "points event" is defined as any day or days that culminate in competitions.

4.3 **COMPETITION POINTS**

Competition points will be awarded separately for Performance Driving , Time Trialing and Cup Racing.

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

4.3.2 **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 an 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.

4.3.3 **Ties**

In case of ties in a Timed Run competition, the 2nd timed run will determine the winner. If a tie also exists for the other timed run, dual points and trophies shall be awarded.

4.3.4 **Lap Records**

Lap records can only be earned through competition in the standard Time Trial format (i.e. one warm-up lap, two timed laps, and a short cool-down period). Those records will be awarded to members and associates whose membership and competition licenses are current at time of the event.

4.4 INCENTIVES

4.4.1 Incentive Points (POC Bucks) and Service Points will be awarded for Club service in equal amounts for the service performed.

4.4.2 Service Points will be awarded to the member or alternate who performed the service. Service Points are non-transferable.

4.4.3 A Service Points Champion will be determined by the total service points accumulated during a calendar year from all Club activities.

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

4.4.5 POC Bucks carry a value of $1.00 each, which may be applied to any POC driving event requiring an entry fee as described in the entry information.

4.4.6 The Board of Directors may award special Service Points and/or POC Bucks as it deems appropriate.

4.4.7 **Points Schedule**

4.4.8

Points-Driving Events	**One Day**	**Two or more Days**
Eventmaster	75	125
Co-Eventmaster (2 max)	50	75
Clinic Team (each member)	50	200
Pit Marshall	40	80
Tech Leader (per event)	50	
Tech Helper (per event)	20	
Registration Assistant (per person, per event)	25	
Equipment Hauler	20	
Driving Inst (per student 2 max per day)	50	
Check-out Ride (each)	20	
Timing runner (full day)	50	
General Helper (per day)	10	

4.4.9 **Points-Miscellaneous** (also see yearly BOD approved list)

Board Members	65 per month
Competition Director	50 per month
Chief Driving Instructor	50 per month
Committee Chairs, A & B	25 to 50 per month
Committee Workers	20 to 40 per month
Velocity Contributor	50 per article
Velocity Photo	10/ photo, 50 max per issue
Web photo	none available

4.4.10 Incentives for services on the miscellaneous list will be mailed (POC Bucks), or posted (Service Points) on a quarterly basis.

4.4.11 When a member is paid money for a service, no incentives of either type will be awarded.

4.4.12 Event organizers or POC volunteers working on Events must have their results submitted to the following POC officials in order to be awarded incentive points:

Velocity Editor, Website Editor, Points Chairman, Awards Chairman, and Competition Director.

4.4.13 To receive incentive points for an event, each worker must fill out an appropriate Event service card, including their POC membership number and a signature of a responsible POC official indicating that the noted service(s) was satisfactory performed. Cards should be redeemed for POC Bucks at the event. A record of individual Service Points earned will be maintained by the Points Chairman and published periodically on the Club website. It is the individual member's responsibility to also maintain a record of Service Points for verification.

4.4.14 Committee Chairpersons cannot earn additional POC Bucks in their own areas of responsibility, but may do so in other areas.

4.4.15 POC Bucks may be carried over to the following year. Service Points reset to zero at year end.

DRIVER'S RESPONSIBILITIES

5.0 **LICENSING:**

5.0.1 Must be current POC Member (except non-member license per 5.0.4 below) with annual membership and license fees paid in full.

5.0.2 Must be at least 18 years of age (unless with parental release per 3.01).

5.0.3 Must hold a valid driver's license from state of residency.

5.0.4 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 Time Trials, PCA Zone 7 and 8 competition licenses may be acceptable. For POC Racing please refer 5.3.

5.0.5 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.

5.0.6 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.

5.0.7 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.

5.0.8 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.

5.0.9 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.

5.0.10 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.

5.1 PERFORMANCE DRIVING SERIES (PDS) LICENSING

5.1.1 To obtain a PDS 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).
Final approval for all PDS licensing will be at the discretion of the Chief Driving Instructor.

5.1.2 Upon being awarded your PDS license you must apply for a POC competition number and Logbooks.

5.2 TIME TRIAL LICENSING

5.2.1 PDS License holders must successfully pass the POC formal instruction program requiring a minimum of two (two-day) Time Trial events of in-car, on-course instruction by an authorized POC Driving Instructor(s).

5.2.2 Drivers with appropriate non-POC experience may qualify for a waiver of all or part of these requirements. To apply for a waiver, a candidate must petition the Chief Driving Instructor.

5.2.3 All drivers and vehicles entered in the POC Time Trial program must be assigned a permanent POC competition number as well as Logbooks for both the driver and the vehicle.

5.3 RACE LICENSING

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 drivers and vehicles entered in the POC Racing program must maintain Logbooks for both the driver and the vehicle.

5.3.1 Time Trial License holders must complete and finish four additional Time Trial weekends, within a consecutive eighteen month period, to be eligible for the POC Racing Clinic. Once accepted, the member must complete two full Racing Clinics before a POC Race License may be granted. The issuance of a Race License will be at the discretion of the Race Chairman and Chief Driving Instructor.

5.3.2 Drivers with appropriate non-POC racing experience may qualify for a provisional license by meeting the following qualifications:

1. The applicant must have six verifiable racing starts with a racing organization similar to POC.

2. The applicant must guarantee a clean incident and behavior report from all racing organizations with which the applicant has participated. A clean report means no existing 13-13's, probationary standings, etc.

3. Racing results must be verifiable, i.e.; My Laps, or another club's web-posted results, or similar.

4. A completed current (within six months) POC medical questionnaire or equivalent. A new POC medical evaluation is preferred.

5. Technical inspection of both car and safety equipment is required by a recognized POC tech shop prior to participation at any level.

All information submitted will be investigated by the Race Chairman, Director of Motorsports or designee to confirm legitimacy and accuracy.

5.3.3 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 Driver's 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 this GCR. 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 9.0. 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 two Race Clinic weekends the candidate may be granted a Provisional Cup Race Permit. Upon successful completion of six POC competition events within a one year period, a POC Cup Race License will be issued.

6.0 LOGBOOKS

6.1 DRIVER'S LOGBOOK

Driver's Logbooks will be issued to all active members and associates with a Competition License (PDS, TT or CR). 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, Eventmaster, 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. It is required that the Driver's Logbook be kept in a safe place in your track car.

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 Race License holders, and drivers over the age of forty, with renewal required every two years.

3. Entries to your Driver's Logbook will be made only by the following officials:

a. The Competition Director, Chief Driving Instructor, Board of Directors, Eventmaster or official designee.

b. Personal safety equipment entries may be made by any of the above, as well as by an Official Tech Inspector.

4. Entries in a Driver's Logbook may be protested. See GCR Section 13.0 for more information.

5. Random spot checks may be conducted by any of the above named officials.

6.2 VEHICLE LOGBOOK

Vehicle Logbooks will be issued to all active car owners with a Competition License (PDS, TT or CR). A 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. It is required that the Vehicle Logbook be kept in a safe place in your track car.

2. The Vehicle Logbook must be complete with all required information and photos and must be kept current.

3. Members who own and compete with more than one vehicle must request additional Vehicle Logbooks for each vehicle. Members who acquire a new competition vehicle will apply for a new Vehicle Logbook.

4. Vehicle Logbooks must be presented at Official Tech Inspection Stations to be pre-tech inspected for Time Trial and Race events. An Official POC Tech stamp must be present in the Vehicle Logbook. Official POC Tech Inspection Stations cannot tech a licensed member's car without a Vehicle Logbook.

5. The Vehicle Logbook, with complete tech information, tech inspection stamp, inspector's signature and current event date, may be requested at registration. An incomplete Vehicle Logbook will require re-tech at the track plus associated late tech fee.

6. The only valid entries allowed in your Vehicle Logbook will be:

a. An Official Tech Inspection Station, complete with the inspector's signature and Official POC Tech Station stamp.

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 may make a related entry in your 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.

7. Random spot checks may be conducted by any of the above named officials.

8. Vehicle Logbooks may also be used to assist the Chief Tech Inspector in the review and renewal of Official Tech Inspection Stations.

6.3 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.

6.4 LOGBOOK INFORMATION

Additional Logbooks will only be issued upon providing proof of a full Logbook.

False entry penalties:

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
d. 13/13 as decided by the Board of Directors.

Your Logbooks should remain in your possession at all times. Logbooks are your responsibility, not the responsibility of POC Officials. A POC Official in possession of your Logbook must return your Logbook to you before leaving your presence, or the Official may require you to remain with them until the Logbook can be returned to your possession.

7.0 COMPETITION NUMBERS

7.0.1 The Competition Director or designee will assign competition numbers.

7.0.2 All entries to Time Trial or Racing events must have and use an assigned POC competition number.

7.0.3 All assigned competition numbers will be reserved until December 31 of the following year. To reserve their assigned competition number for the following season, the member must compete in at least one event during the calendar year and all membership and license fees must be paid no more than 30 days past their due date. A one-year exemption may be granted by a majority vote of the Board of Directors. A letter must be received by a Board member before the last event of the year outlining the extenuating circumstances to be considered. Exemptions cannot be granted in concurrent years. Should either of these conditions not be maintained, a secured competition number will be immediately released for claiming.

7.0.4 A list will be maintained of available one and two digit numbers. All active members who are not on a 13/13 suspension, and that meet a “minimum criterion” will be eligible to immediately obtain an unclaimed one or two digit number. Requests to change an assigned number must be made in writing to the Competition Director and will be handled in the order of receipt.

7.0.5 "Minimum criterion" will be based on Membership, Participation, Recognition Awards, Service and Volunteerism. Points are accumulated in the following manner;

1 point for every driving year (minimum of one event) of membership;
2 points for each major "Service" year-end award (Service Points Champion, Member of the Year);
1 point for each major Performance year-end award (Driver of the Year, Member of the Year);
2 points for every year with 1,000 or more Service Points
2 points for each year of service as a Board Member or Competition Director;
1 point for each year as a Committee Chairman.

7.06 To be eligible for a one digit number a member must accumulate 25 or more points. At minimum of 10 points are required for a two digit number.

7.07 Members have the right to exchange their competition number with one another. The exchange is the sole responsibility of the members, but must be reported to the Competition Director, or designee, in writing, dated and signed by both members

8.0 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.

8.0.1 Assigned competition number (as printed on the Competition License or assigned at registration) must be shown on a contrasting background and be a minimum of eight (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 four (4) inches tall shall be displayed on the rear of the car.

8.0.2 The correct car class designation must be a minimum of four (4) inches tall 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.

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

8.0.4 Time Trial and Race students must display a clearly visible "X" of at least eight (8) inches tall on the rear of the car.

9.0 CONDUCT

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

9.1 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 points event in which you are participating. You will not receive any participation or championship points for that points event. You cannot participate in the next POC driving or points event until you "sit-out" a points event of equal or higher value, and the incident will remain on your record for the next thirteen (13) months. (A "points event" is defined as any day or days that culminate in competitions.) 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 second written warning in your Driver's Logbook (for any reason) during the next 13 months, your second entry will automatically result in a 13/13 penalty (which commences from the date of the second 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 sub-standard, unpredictable or 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.

It is the duty of all drivers to report, in writing, any contact or damage during an event. If contact occurs during a practice session, the driver and car must report immediately to 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 or 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!

9.1.1 Members appealing a 13/13 may do so per Section 13.8. If the Board of Directors hears the appeal and the 13/13 ruling is 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.

9.2 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. 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 sportsman-like manner. 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.

9.2.1 In racing, one line change is allowed when appropriate to defend position. Multiple line changes, weaving, reactionary moves, and other forms of deliberate blocking are not allowed and shall result in a Black Flag penalty.

9.2.2 All overtaking drivers shall approach the car to be overtaken in a safe and reasonable manner by 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.

10.0 GENERAL REGULATIONS FOR SPEED EVENTS

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

10.0.2 Speed events will operate on a "Drive whether rain or shine policy." In the case of extreme weather conditions. The Director of Motorsports, or if not in attendance, his designee, shall have the responsibility for determining when an event shall be halted.

10.0.3 Any modification not expressly permitted in these rules is not allowed in Stock, Improved, or Prepared classes.

10.0.4 Any car is subject to the scrutiny of and/or reclassification by the Competition Director or his designee at any time.

10.0.5 Any modification not covered by the rules may be found illegal.

10.0.6 Bad check or debt not resolved shall constitute cause for rejection of entry for any event.

10.0.7 Time Trial and Racing entrants must comply with competition licensing requirements specified per Section 5.0.

10.0.8 No alcoholic beverages or intoxicants of any kind shall be consumed by any competitor until the close of competitive activity.

10.0.9 Infractions of the rules may be cause for expulsion from event or subsequent events as deemed appropriate by the Competition Director.

10.0.10 All chassis, engines and transmissions must be Porsche except as noted, however, all modifications are subject to approval of the Competition Director.

10.0.11 All bodies must be production based Porsche except as noted and subject to approval of the Competition Director.

10.0.12 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.

10.0.13 An entrant who registers to compete in both a Time Trial and Cup Race during the same event day may choose to use their Race qualifying time as their Time Trial competition time. Once having made that choice, they may NOT run for time during the Time Trial competition. In order for a timed run to be considered for a track record, it must be run during the Time Trial competition and in the traditional Time Trial format of one warm-up lap, two timed runs, and one cool-down lap.

10.0.14 An entrant may choose to race (if so qualified) in a race grouping which does not include his car classification, provided that they will not be a hazard to the chosen race group (controlled by the Race Chairman or their designee). They will be classified as EX, start last on the grid, and not be eligible for that particular race awards.

10.0.15 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.

10.0.16 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 GCR.

10.0.17 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 Director.

10.0.18 Before each Time Trial/Racing season begins, any entrant from V or Prepared classes 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.

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

11.0 SAFETY

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

11.0.1 Safety helmets are required and must be Snell Foundation approved. No later than July 1, 2011, they must have an official SA2005 or later Snell sticker. Closed face helmets are highly recommended.

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

11.0.3 No passengers are allowed in cars with a diagonal roll bar brace that crosses in front of the passenger seat (no exceptions).

11.0.4 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 lug nuts are required for all Racing classes and recommended for all others.

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

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

11.0.7 Hubcaps must be removed.

11.0.8 Fire extinguishers are permissible only with mounting bracket approved by the Competition Director. On board, fixed in place fire systems are recommended for racing participants.

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

11.0.10 Windshield wipers may be removed.

11.0.11 Both driver and passenger doors must remain unlocked.

11.0.12 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 center line of the wheel.

11.0.13 All competing vehicles must have both driver and passenger glass removed or in the down position at all times while on course. Lexan side windows on GT or factory built racecars subject to approval of Competition Director.

11.0.14 All vehicles, except in V and GT classes, must use DOT approved window glass in all windows (exception: Appendix B 20).

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

11.0.16 Weight ballasting (placing weight in the vehicle with other than factory tock components) is only allowed in V and GT Classes. Stock, Improved or Prepared Classes must use factory stock components and roll bars/cages to meet weight requirements. The Competition Director may allow ballasting in special circumstances for these restricted classes when the POC weight cannot 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.

11.0.17 Off-track weight is to be displayed in driver-side door jamb.

11.0.18 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.

11.0.19 Polycarbonate (Lexan) windshields must be a minimum 0.25 inches thick. All Polycarbonate (Lexan) windshields and Polycarbonate (Lexan) rear windows must be retained sufficiently by straps and/or clips to prevent "blowout." Acrylic (Plexiglas) windshields are not acceptable.

11.0.20 All cockpit mounted accessories and equipment shall be mounted securely so as to prevent injury during a crash. Driver's side floor mat must be removed.

11.0.21 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.

11.0.22 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 **11.1** and **Appendix E**) and restraint systems (see 11.3).

11.1 ROLL BARS and ADDITIONAL SAFETY

All roll bars and roll cages must conform to Appendix D specifications

11.1.1 Performance Driving Series

At PDS events, approved roll bars are mandatory in V Class cars, comparably prepared GT class cars, Prepared category convertibles, Targas and Boxsters, and Prepared category coupes prior to 1994. An approved full ROLL CAGE is mandatory in all open cars without a windshield. Students may be allowed exemption with written Competition Director approval.

11.1.2 Time Trials

At Time Trial events, approved roll bars are mandatory in all Prepared, V class, and comparably prepared GT class cars. In Improved and higher classes, approved roll bars are mandatory for all convertibles, Targas and Boxsters. An approved full ROLL CAGE is mandatory in all open cars without a windshield. Window nets or arm restraints are mandatory for all V classes, and comparably prepared GT Class cars (See **11.3.14**). Students may be allowed exemption with written Competition Director approval.

11.1.3 **Racing**

At Racing events, approved roll bars are mandatory in all Race classes, and roll cages are strongly recommended. An approved full ROLL CAGE is mandatory in all open cars without a windshield, and all cars classified GT3 and above. Window nets or arm restraints are mandatory for all cars as per **11.3.14.**

11.1.3.1 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.

11.1.3.2 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 18.0 regarding adequate steel impact protection for fuel tank. Also, filler necks for fuel cells cannot be connected to the hood or outside bodywork.

11.1.3.3 All vehicles in Racing events must have:

- An electrical cut-off switch in compliance with **Appendix F**
- A window net and/or arm restraint(s) in compliance with **Appendix G**
- A front tow-hook or strap (rear tow hook or strap recommended).

11.2 **CLOTHING**

All classes for PDS events, and classes of Prepared and below and comparably prepared GT cars for Time Trial events, require, as a minimum, full length pants, long sleeve shirt, and closed toe shoes. All Time Trial participants are required to wear fire retardant gloves. (Full safety clothing as in higher Time Trial and Racing classes is highly recommended.) All other Time Trial classes and all Racing classes 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 extends beyond the back of the helmet. All hair must be protected by fireproof material.

11.3 **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:

11.3.1 For PDS and Time Trial classes rated Prepared and below, and for comparably prepared GT classes, 3-point lap belts with shoulder strap are required, as a minimum, in cars with air bags and, where applicable, factory installed roll-over

devices. Full safety restraints as in higher Time trail and Racing classes are highly recommended.

11.3.2 Time Trial classes and comparable GT classes, not conforming to the above specifications, and all Race classes 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 or SFI-approved 2" lap belts will be allowed.

11.3.3 SFI or FIA approved Head and Neck restraint device is required for all Cup Racing drivers. Head and Neck restraint systems are recommended for all speed events.

11.3.4 Restraint systems found to be questionable in condition, design, material, mounting and/or in any way deemed unsafe will be disallowed.

11.3.5 Material of all restraints (stock or otherwise) must be in good condition. Restraint system webbing used in Time Trial and Racing events must be date labeled and replaced every five (5) years.

11.3.6 Hardware should meet or exceed the strength of standard DOT or SAE approved type (i.e., forged eyebolts with 7/16" SAE threads).

11.3.7 Harnesses must be mounted to either the chassis, backed by large diameter washers, or to the roll bar/cage. No more than one strap can be mounted to the same mounting bolt. Driver's right (tunnel side) lap belt may be mounted to tunnel.

11.3.8 All 914 cars must be equipped with two single straps or an "H" style strap where the seat is not used for strap support.

11.3.9 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.

11.3.10 Lap belts should be mounted so as to approximately bisect the angle between the thigh and the spine as viewed from the side.

11.3.11 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.

11.3.12 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.

11.3.13 All vehicles in Racing events must adhere to the window net specifications of **Appendix G**.

11.3.14 Occupants in open cars must wear approved arm restraints.
11.3.15 Arm restraints are required in any Prepared Category or higher car with non-welded metal, fiberglass or convertible fabric roof. A window net and roof net may take the place of arm restraints.

11.4 COMMUNICATIONS

Three distinct routes of communication should always be available.

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

11.5 FIRE and EMERGENCY CONTROL

Fire control and rescue equipment is of prime importance to the POC. A track cannot go "hot" until all emergency equipment and crew is in place. 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.

11.6 HOT PIT, COLD PIT and PADDOCK CONTROL

The Event Steward or designee will establish areas designated as the "Hot Pit", "Cold Pit", and "Paddock", will see that they are appropriately marked, and will be responsible for appropriate access thereto. (See 3.0)

11.6.1 Maximum five (5) MPH pit speed limit.
11.6.2 All dogs and pets must be restrained and controlled.
11.6.3 Small children must be escorted and supervised by an adult.
11.6.4 Children under the age of 16 years may NOT drive motorized vehicles.
11.6.5 No alcoholic beverages or intoxicants of any kind shall be consumed by any competitor until the close of competitive activity.
11.6.6 No unauthorized parking.
11.6.7 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 Director of Motorsports.

11.7 COURSE CONTROL

11.7.1 The Event Steward or designee shall check all vehicles before they enter the track for the applicable tech passes, run group stickers, proper apparel and safety equipment for all occupants. Event Steward or designee shall be in contact with the Starter at all times.
11.7.2 The Event Steward or designee shall designate a Black Flag Station located in the Hot Pits near the Starter where on-course infractions are handled (see **11.8**).
11.7.3 The Event Steward or designee shall designate track entry and exit to the pits.
11.7.4 The Event Steward or designee will be responsible for a morning meeting with the Chief Steward and corner workers to discuss all details of upcoming activities.

11.7.5 The Event Steward or designee will be responsible for insuring a method of communication between all corner workers, fire and ambulance.

11.7.6 The Chief Steward shall control the racing surface, hot pit and pre-grid area, and shall be stationed in Race Control with communication available to all areas of the race circuit and direct communication with the Event Steward or their designee. The Chief Steward will take direction from the Board of Directors of the Porsche Owners Club and will strive to ensure that the spirit and safety aspects of the event are maintained.

11.7.7 The Chief Steward will be solely responsible for determining the necessity of black and red flag conditions and will determine when to dispatch safety vehicles; working with the designated flag team and rescue teams to ensure track safety at all times.

11.7.8 The Chief Steward may utilize a designated communicator for direct access to the starter(s)/corner workers, directing that communicator as to flag conditions, practice/race procedures, times for practices/races and any relevant information as provided by the Event Steward to the Chief Steward.

11.7.9 The Chief Steward may resolve disputes that take place during on-track activities, advising the Event Steward and deferring disciplinary action to the Competition Committee; providing that committee with information and any recommendations required. Acting in this capacity, the Chief Steward will assess any penalties deemed appropriate by the Competition Committee and the current GCR.

11.7.10 The Chief Steward will make available incident reports, Steward requests for action, protest forms and witness statements.

11.7.11 The Chief Steward will maintain the integrity of Race Central or Race Control to ensure access only to appropriate personnel.

11.8 **FLAGS**

The Event Steward or designee is 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:

11.8.1 **Green:** The Green Flag means go, course is open and clear.

11.8.2 **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 within the line of site of, or between Yellow Flags.

11.8.3 **Red:** Red Flag indicates an emergency situation. Look in mirror(s), pull safely to trackside and stop in view of nearest corner worker. Remain stopped until instructed otherwise.

11.8.4 **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.

11.8.5 **Red with Yellow Stripes:** This flag warns of debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed.

11.8.6 **Black with Orange Dot:** Your vehicle reportedly has a mechanical problem. Using the designated track exit, proceed to the Black Flag Station with extreme caution. If your car is dropping fluid, drive off of the track surface.

11.8.7 **Black:** You have been identified as having made an infraction. If the Black flag is furled, 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.

11.8.8 **White:** The White Flag warns of a service vehicle on course. Proceed with caution. You may not pass a service vehicle unless instructed to do so. The White Flag may be displayed at the Starter stand as an indication of the last lap before the Checkered Flag.

11.8.9 **Checkered:** The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit.

11.9 HAND SIGNALS

The following hand signals must be performed as required:

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

11.9.2 The Eventmaster or Chief Driving Instructor 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 on which side(s) of the car passing is allowed.

11.9.3 The driver of a vehicle gone off course must not re-enter the track until instructed by a course worker. If no course worker is visible, he must wait until it is safe to proceed.

11.10 PASSING AREAS

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

12.0 TIMING

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 Event Steward and the Competition Director, "No Contest" and trophies will not be awarded.

12.0.1 All drivers competing in a POC Race or Time Trial (PDS 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 eight inches forward of the front axles' vertical axis.

12.0.2 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.

12.0.3 It is the responsibility of the driver to insure that driver information and car classification supplied to Timing and Scoring is accurate. Inaccurate timing data may result in disqualification.

12.1 **Posting of event entrants and results**

It is the responsibility of Event Registration to see that a complete list of Time Trial and Cup Race entrants, sorted by competition Class, is displayed and maintained near the results posting area.

It is the responsibility of the Event Steward to see that timing results, including associated driver name and car classification are posted near the event registration area as soon as possible after a specific run or competition. Those results will be considered provisional.

At the close of an event "day", barring any protests, those provisional results will become official results for competitions conducted that event "day". Should there be protests, only those results that were protested will remain provisional.

13.0 INSPECTION AND PROTEST

All cars in all classes must be available, unchanged, for thirty minutes following the completion of a competitive event. 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 may be disqualified. All cars are subject to inspection by the Competition Director and/or Competition Committee at any time during an event. All protests and appeals have specific time limits Refer to 13.9-13.10-13.11.

13.1 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 entrant (as provided in **13.4**), driver, or other person connected with the competition, which is considered to be in violation of the GCR, except that they shall have no right to protest against a refusal of entry.

13.2 LODGING A PROTEST

Every protest shall be submitted in writing to the Competition Director, or designee, specifying which rule(s) of the GCR 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.

13.3 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.

13.4 **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 GCR. 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 cannot 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.

13.4.1 If the vehicle is found to be in compliance with the GCR, the protester shall forfeit the bond payment used to cover the associated costs.

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

13.4.3 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.

13.5 **PROTESTS AGAINST THE RULES**

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

13.6 **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.

13.7 **JUDGEMENT**

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

13.8 **APPEALS**

Appeal 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.

13.9 **PROTEST TIME LIMIT**

Protests must be received within the following time limits:

1) Against vehicle: Within 30 minutes following completion of timed runs or a race for the respective class.
2) Against mistake or irregularity in competitions: Within 30 minutes following completion of the competition.
3) Against event results: Within seven days of receipt of official results.

13.10 **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.

13.11 **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 conduct and may be penalized as deemed appropriate by the Competition Director.

14.0 **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 retain 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.

14.0.1 The Director of Motorsports must approve Official Technical Inspection Stations.

14.0.2 An authorized POC Tech Inspector shall show tech inspection compliance by signing and stamping the competitor's Vehicle Logbook. Tech Inspection is mandatory for all vehicles at all events.

CAR CLASSIFICATION

Modification Categories: Stock, Improved and Prepared

These categories separate stock and moderately developed Porsche cars by degree and type of modification. Cars with more modifications than described herein will be considered V Class or GT Class cars.

The Competition Director shall classify cars that are not listed in section **29.0** on an individual basis. Class Menus and car rating sheets (see **Appendix B** and **Appendix C**) are provided to assist in determining the correct class.

15.0 **STOCK CATEGORY** (Overview)

The stock category allows 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 "RoW." (see **29.0**).

15.1 **STOCK CATEGORY 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.

15.2 **GENERAL**

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

15.2.1 USA VIN cars must use USA specification replacement parts only unless specifically superseded by the Porsche Factory parts books. European VIN cars must use European specification replacement parts only unless specifically superseded by the Porsche Factory parts books.

15.2.2 Factory equipped air conditioning may not be removed. Belts may be removed. Cars that are not factory equipped with air conditioning must weigh POC stock specification weight.

15.2.3 Vehicles must weigh according to the POC approved off-track weight **See Appendix A, "POC Approved Off-Track Vehicle Weights".**

15.3 **ENGINE**

15.3.1 Removal of rain shields from engine compartment lids is allowed.

15.3.2 Direct bolt-in replacement for the thermal reactors and catalytic converters are allowed.

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

15.3.4 Addition of fender mounted coolers allowed.

15.3.5 Mechanical or oil fed chain-tensioners update allowed.

15.3.6 Dual mass flywheels: Stock dual mass flywheels may be replaced as follows with NO reprogramming of ECU.

- 90-'94 911 or RS America may use 964 RS flywheel
- 95-'98 993 may use 993 RS flywheel
- 968 may use 944S2 or 968 Turbo S flywheels. The matching clutch and bell housing is allowed.

15.4 **SUSPENSION AND CHASSIS**

15.4.1 Suspension adjustments are allowed, except that resulting adjustment must allow the lowest part of the center of the car to clear a four-inch high block.

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

15.4.3 Wheel widths as per **29.0**.

15.4.4 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 **11.0.12.**
15.4.5 Adjustment, but not modification, of stock suspension components or chassis is permitted.
15.4.6 Any make brake linings or pads allowed. Removal of brake dust shields permitted.

15.5 **BODY**
15.5.1 The Competition Director may approve any purely cosmetic modifications.
15.5.2 Factory optional front and rear spoiler for model year allowed.

15.6 **TRANSMISSION**
15.6.1 Five speed transmission on cars where available as an option is allowed.
15.6.2 Factory optional limited slip allowed.
15.6.3 Replacement on 914 and 914-6 to side shift linkage is permitted.
15.6.4 Factory short shifter allowed on 1984 and later 911 models.

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

16.1 **IMPROVED CATEGORY MENU**
Any of the following modifications are allowed in Improved, in addition to those allowed in the Stock Category. Any modification not specifically listed herein is not allowed.

16.2 **GENERAL**
16.2.1 Comfort and convenience modifications that have no effect toward improving performance such as type of seats, radios, instruments, and so on.
16.2.2 Roll Bars: **Coupes:** Approved roll bar is mandatory for Cup Racing and highly recommended for Time Trials and PDS. A harness bar is mandatory for Time Trial events. **Targa and Cab:** Approved roll bar is mandatory for Cup Racing and Time Trials, and highly recommended for PDS (See **Appendix E**).

16.3 **ENGINE**
16.3.1 Addition or relocation of oil filter or oil cooler(s) allowed.
16.3.2 Electric fuel pump allowed.
16.3.3 Use of any ignition system as long as the factory distributor for that type and year of car and engine is retained.
16.3.4 Engine balancing allowed.
16.3.5 Removal or modification of air cleaner or installation of aftermarket filter allowed.

16.3.6 Aftermarket mufflers that are intended for street use and do not exceed 100 db measured at 50 feet, free field conditions, are allowed. Exhaust manifolds, plumbing, and so on may only be replaced with aftermarket equivalents of the same functional and performance characteristics. Cars with headers or late (1975 and later) 911 cars with earlier heater boxes will move up one class.

16.3.7 2.0 liter 911T and 914-6 cars may use 2.2 liter 911T spec engines. However, no mixing of 2.0 liter and 2.2 liter engine components is allowed. (Subordinate to **Appendix C 12**)

16.3.8 All 356 and 912 engines may be enlarged to 1750cc. No racing pistons allowed.

16.3.9 Change or modification of venturis, jets, or velocity stacks allowed.

16.4 **SUSPENSION**

16.4.1 Any anti-sway bar or 356 camber compensator allowed.

16.4.2 Simple bolt-in shock tower brace allowed. No rivets, welds or new bolt holes allowed for mounting.

16.4.3 Wheel widths same as Stock allowed. See **29.0**.

16.4.4 Only DOT street tires, including "R" type, are approved. The tires must not show evidence of any rubbing on any part of the car during the event and conform to all of **11.0.12**. Non-competition street only purpose tires deemed inappropriate for racing applications will not be allowed in POC racing events.

16.4.5 On 356 cars, replacement and upgrading from drum brakes to stock 356SC type disc brakes is allowed.

16.4.6 140 lb. rate aftermarket rear springs on all 914 cars allowed.

16.4.7 911Turbo/930 tie rods allowed.

16.4.8 "Cool Brake" or similar design brake cooling ducts allowed.

16.4.9 Reinforced brake lines and/or any size factory master cylinder allowed.

16.4.10 Any single adjustable shock absorber and/or re-valving are allowed. Street performance coil-over kits, i.e. Bilstein PSS 9/10, H&R Street Performance coil-over kit is allowed. No race shocks (double adjustable and /or external reservoirs) are allowed. Any additional brands not mentioned above must be approved by the Competition Director for inclusion into **16.4.10**

16.4.11 Replacement of rubber suspension bushings with thermoplastic equivalents on rear spring plates allowed, however, all bushings must be identical to the replaced part in design and concept.

16.4.12 Cross drilled or slotted rotors allowed.

16.4.13 Manually adjustable proportioning valve allowed.

16.4.14 Factory option M030 and M030 RoW Suspension for 993 and 996 cars allowed.

16.4.15 65-'89 911 and '70-'76 914 may only use offset lower ball joint to achieve a maximum negative camber of 2.5 degrees.

16.4.16 986, 987, 996, 997 and Cayman cars may use Porsche "GT3 Street" lower control arms for the purpose of achieving a maximum negative camber of 2.5 degrees on the front wheels only. Cars must retain stock rubber bushings.

16.4.17 All Improved cars will be allowed up to 2.5 degrees negative camber. 964 and 993 cars may use camber plates to achieve 2.5 negative camber.

16.5 **BODY**

16.5.1 Update early 911 and 912 fenders to 1969 specifications allowed.

16.5.2 Conversion from dual to single battery system allowed. Relocation of 914 battery to trunk allowed. Must comply with **11.1.3.1.**

16.5.3 Removal of rear seat backs allowed.

16.5.4 The Competition Director may approve any purely cosmetic modification.

16.5.5 Decorative style mass-produced front spoiler subject to limitations of **15.4.1**.

16.5.6 Fender flare lips may be rolled or shaved but not welded, riveted or cut to extend.

16.5.7 Factory option 993/996 stock leading edge rear wing allowed. Must maintain stock location of leading edge wing.

16.6 **TRANSMISSION**

16.6.1 Factory or aftermarket short shifter allowed.

17.0 **PREPARED CATEGORY** (Overview)

The Prepared Category allows more modification than Improved, but not sufficient 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, and rear seat bases). Class structure for Prepared is the same as for Stock category.

17.1 **PREPARED CATEGORY 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 the Competition Director or the Board of Directors for any modification that is not specifically listed herein.

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

17.1.2 Approved roll cage is allowed and recommended.

17.1.3 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.

17.1.4 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.

17.1.5 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 **16.5.6**), doors, roof and remaining chassis must remain factory stock material, form and function unless specifically approved otherwise in writing by the Competition Director.

17.1.6 Cars originally equipped with torsion bar suspension may not change to coil-over suspension.
17.1.7 Any limited slip (factory or non-stock) differential.
17.1.8 Relocation of battery and removal of battery boxes to facilitate brake-cooling ducts in early 911 cars (see **16.5.2**). Must comply with **11.1.3.1.**

18.0 **"V" CLASS** (Overview)

Once a car is modified to an extent that it exceeds the 13 points on the Prepared category menu or contains ANY of the modifications on the V menu (**Appendix C**), it is then classified as "V" Class car. To determine in which of the six "V" Classes the car will compete, add the class base points (per **30.1**), the total Prepared menu points used (minimum 13 points) and the V Class improvement points. Reference your total to the Competition Class chart (**30.2**) to determine your V Class. Any car exceeding 99 total points is considered heavily modified and moves to 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 **11.0.19**). Removal of interior is allowed. 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 deck lids 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.

18.1 **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 **30.2**) 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. A vehicle's 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 **C 24**. Cars that are overweight may decrease points per **C 25**.

18.1.1 Approved roll bar/cage required in ALL V Classes per **Appendix E**.
18.1.2 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 or wire screen with openings no larger than 1/4 inch. Chassis diffusers and or aerodynamic modifications to under carriage are not allowed.

18.1.3 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.

18.1.4 Any pre-1990 vehicle in V Class may use a 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.

18.1.5 Body width at flair (**Appendix C 22**) is limited to 70" rear and 68" front, measured at outside edge of flair at max width. 911('66-'94), 914 (all).

18.1.6 See **Appendix C** for a complete listing of allowable performance modifications and their corresponding point assessments.

19.0 CUP CARS

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

Base pts/Class	Year	Model
70 pts/V1	All	C2 Carrera Cup Cars
82 pts/V1	All	993 Cup Cars
100+/GTC-3	All	996 Cup Cars
100+/GTC-4	2006-2009	997 Cup Cars
100+/GTC-5	2010-2011	Cup Cars

1. Wheel type and tires are free. Wheel width must remain as delivered from factory.
2. All POC Club Racing safety requirements must be met.
3. Updating by year and model type is allowed with factory brand parts only except as noted.
4. Body parts may be replaced with stock factory parts.
5. Brake pads are free.
6. Any two-way adjustable shocks allowed.
7. Lexan windshield allowed
8 After market brake rotors (identical size) allowed

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

20.0 "GT" CLASS (Overview)

These classes, defined as "power to weight" classes, allow all sport cars to run for POC Competition Points in the PDS and Time Trial series. The POC Cup Race series is limited to Porsches and German Touring cars. All Porsche participants have the option to compete in the GT classes, the traditional Alphabetical Classes, or SPEC Classes. At a specific POC driving event, Porsche drivers choosing to participate in the GT classes may not compete in any other Class at that event after registering in a GT class.

21.0 GT CLASS MENU

There is no specific menu for this class. At the beginning of each year, the position in this class is determined by a "Power to Weight" ratio as listed below. The POC *may* provide a dynamometer and scales at events to verify stated

horsepower and weight. Testing may be performed at any time during an event. Competitors may use any brand of dynamometer for certification, but to avoid errors of classification, the results of all compliance dynamometer runs, conducted at POC competition events will be final.

21.1 All safety requirements as outlined in these GCR's must be followed, will be enforced, and are subject to the approval of the Competition Director.

21.2 **Horsepower to Weight**

21.2.1 Horsepower will be the calculated average of three (3) successive dynamometer runs.

21.2.2 A written and signed dynamometer certification report from the provider is required.

21.2.3 The cars weight, with the driver in position, along with the dynamometer certification, must be submitted to the Competition Director or his representative before, or at, the first event of the season, or the first time the car will compete, or when any modification to the car has been performed.

21.2.4 The "power to weight" ratio will be calculated by dividing the stated car weight, with driver, by the certified horsepower.

21.2.5 Copies of this dynamometer certification and the completed **"Vehicle Classification for GT Classes, Appendix D",** must be kept in the car with the vehicle log book at all times.

21.2.6 Any car not providing a dynamometer certification, and the off-track weight with driver, will be classified in GT1.

TECHNICAL

21.3 Technically, any modification to the car is allowed

21.3.1 All engine swaps must be of the same manufacturer.

21.3.2 ***All participants using "slick" competition tires must add 0.5 pounds per horsepower to the competition ratios as listed below to determine classification.***

21.3.3 All tube framed cars, defined as cars that do not retain the original manufacture's chassis or body, will be classified using the "slick" tire choice.

21.3.4 Competitors may add ballast up to 350 pounds to determine car weight.

21.3.5 Any and all adjustable engine management systems, as determined by the Competition Director, must be declared on the dynamometer certification. ***Failure to do so will result in disqualification of all timed and race events from the original date of certification.***

CLASS SPECIFICATIONS

21.4**.** The following table shall be used with the horsepower to weight information to determine the GT class.

	D.O.T. approved tires	**Non-D.O.T. approved tires (Slicks)**
GT1	less than 6.51 lbs/HP	less than 7.01 lbs/HP
GT2	between 6.51 lbs/HP and 8.50 lbs/HP	between 7.01 lbs/HP and 9.00 lbs/HP
GT3	between 8.51 lbs/HP and 11.00 lbs/HP	between 9.01 lbs/HP and 11.50 lbs/HP
GT4	between 11.01 lbs/HP and 14.50 lbs/HP	between 11.51 lbs/HP and 15.00 lbs/HP
GT5	between 14.51 lbs/HP and 18.50 lbs/HP	between 15.01 lbs/HP and 19.00 lbs/HP
GT6	more than 18.50 lbs/HP	more than 19.00 lbs/HP

SPEC CLASSES

22.0 BOXSTER SPEC CLASS

'97- '99 Boxster Spec Class racecars with all class approved modifications per the Boxster Spec Racing Organization rules. 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 Performance Driving and Time Trial competition only.

23.0 944 "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.

23.1 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. 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 **11.0.19**.

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.

23.2 **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 performance chips are allowed, which will incur a weight penalty of 25 lbs.

Exhaust System – Free from head back

Aftermarket exhaust headers are allowed which will incur a weight penalty of 25 lbs.

A right side driver's window net is recommended.

23.3 **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.

23.4 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.

23.5 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. Coil over 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.

23.6 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 RA1for Cup Racing, Time Trials and PDS Events. KUMHO V700 VictoRacers (225/50/15) are allowed at PDS events in addition to the above mentioned TOYOs.

23.7 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's seats shall conform to the GCR.

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 "gutted." 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.

24.0 **CAYMAN SPEC CLASS**

All 2006- 2008 3.4 liter Cayman S USA specification cars, properly modified per CaymanSpec Racing Organization rules. 2009-2011 Cayman S cars built to full Cayman Interseries specifications (including weight) are also eligible to run CSR.

CSR – CaymanSpec Racer – Approved for all series.
CSX – CaymanSpec Street – Approved for PDS and Time Trial competition only.

25.0 **996 "MSR" SPEC CLASS**

The purpose of this Spec Class is to provide a racing experience for the 1999 to 2001, 996 Porsche cars, with all class approved modifications per the "996 SPEC" as approved by the 996 Spec Racing Organization.

26.0 **EXHIBITION CLASS**

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, not interfere with other's efforts to compete for trophies and/or class championship. There are no points or trophies (including FTD) awarded Exhibition Class. In addition, all factory purpose built race cars with tubular or composite monocoupe chassis, e.g., GT1, 962, 917, 936 Spyder, 910, 908, will run in Exhibition Class. Any car in Exhibition Class is subject to protest.

MODIFICATION DETAILS

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.

CHARTS – MENUS - DIAGRAMS

29.0 BASIC CAR CLASSIFICATION CHART

Year	Model	Engine	Trans	Weight	HP	Ratio Wt/HP	Wheels F/R	Fuel Tank
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	356S90	(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

Year	**Model**	**Engine**	**Trans**	**Weight**	**HP**	**Ratio Wt/HP**	**Wheels F/R**	**Fuel Tank**
Class G (Cont.)								
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
97-99	Boxster	(2.5) 11.0:1		2881	201	14.3	7/8.5	15.3
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

Year	**Model**	**Engine**	**Trans**	**Weight**	**HP**	**Ratio Wt/HP**	**Wheels F/R**	**Fuel Tank**
Class J(Cont.)								
89-94	Carrera 4	(3.6) DME 11.3:1		3322	247	13.4	7/8	20.3
90-94	Carrera 2	(3.6)		3156	247	12.8.	7/8	20.3
92-93	American Roadster	(3.6)		3377	247	13.7	7/9	20.3
92-94	968	(3.0) DME 11.0:1		3086	240	12.9	7/8	19.6
00-02	Boxster	(2.7) 11.0:1		2903	217	12.9	7/8.5	16.9
03-04	Boxster	(2.7)		2938	225	13.0	7/8.5	16.9
05-07	Boxster	(2.7)		2980	240	12.4	7/8.5	16.9
Class K								
72	914-6	(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

92-94	911RS America (USA)			3079	247	12.5	7/8	20.3
95	993	(3.6)		3189	270	11.8	8/10	19.4
96-98	993	(3.6)		3189	282	11.3	8/10	19.4
95	993 C4	(3.6)		3200	270	11.8	8/10	19.4
96-98	993 C2S	(3.6)		3189	282	11.3	8/10	19.4
96-98	993 C4	(3.6)		3200	282	11.3	8/10	19.4
96-98	993 C4S	(3.6)		3200	282	11.3	8/10	19.4
00-02	Boxster S	(3.2)		2980	250	11.9	7.5/9	16.9
03-04	Boxster S	(3.2)		3035	258	11.8	7.5/9	16.9
05-07	Boxster S	(3.2)		3090	280	11.0	7.5/9	16.9
08-09	Boxster	(2.7)		3042	245	12.4	8/9	16.9
2010	Boxster	(2.9)		3109	255	12.2	8/9	16.9
07-09	Cayman	(2.7)		3031	245	12.4	8/9	16.9
09-10	Cayman	(2.9)		3097	255	11.7	8/9	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	22.7
92-95	928 GTS	(5.4)		3593	350	10.3	8/9	22.7
Year	**Model**	**Engine**	**Trans**	**Weight**	**HP**	**Ratio Wt/HP**	**Wheels F/R**	**Fuel Tank**
Class L(Cont.)								
91-92	911RS (RoW)	(3.6)		2712	260	10.4	7/8	20.3
99-01	996 C4	(3.4)		3156	300	10.5	8/10	16.9
02-04	996 C4S	(3.6)		3241	320	10.5	8/10	16.9
06-08	Cayman S	(3.4)		3142	295	10.4	8/9.5	16.9
08	Boxster S	(3.4)		3153	295	10.7	8/9.5	16.9
09-10	Boxster S	(3.4)		3153	310	10.2	8/9.5	16.9
09-10	Cayman S	(3.4)		3142	320	9.8	8/9.5	16.9
Class M								
99-01	996	(3.4)		3039	300	10.1	8/10	16.9
02-04	996	(3.6)		3091	320	9.7	8/10	16.9
05-08	997	(3.6)		3241	325	9.8	8/10	16.9
05-08	997 C4	(3.6)		3322	325	10.3	8/11	17.7
05-08	997 C4S	(3.8)		3417	355	9.6	8/11	17.7
09-10	997 C4	(3.6)		3406	345	9.9	8/11	17.7
Class N								
94	911 Turbo	(3.6)		3399	355	9.6	8/10	20.3
95-97	993 RS (RoW)	(3.8)		2925	300	9.7	8/10	20.2
96-97	911 Twin Turbo	(3.6)		3432	400	8.6	8/10	19.4
98	911 Turbo S	(3.6)		3432	424	8.1	8/10	19.4
01-04	911 Turbo	(3.6)		3520	415	8.5	8/11	16.6
03-05	911 GT3	(3.6)		3168	380	8.3	8.5/11	16.6

05-08	911 Turbo (3.6)	3685	415	8.9	8/11	16.6
05-08	911 Turbo S (3.6)	3685	444	8.3	8/11	16.6
05-08	911 Carrera S (3.8)	3296	355	9.3	8/11	16.9
09-10	911 Carrera (3.6)	3285	345	9.5	8/11	16.9
09-10	911 Carrera S (3.8)	3307	385	8.6	8/11	16.9
09-10	911 Carrera 4S(3.8)	3428	385	8.9	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.

30.0 BASE POINTS CHART

30.1 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 29.0, 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 J (Boxster, 89-94 C4)	23 Points
Class J	28 Points
Class K (92-98 911, Boxster, Cayman)	33 Points
Class K	38 Points
Class L (99-04 911, Cayman S)	39 Points
Class L	44 Points
Class M	47 Points
Class N	60 Points

30.2 **V Classes** = Prepared points (13 pts min.) + V Class Performance Modification points + base points.

V5	1	to	37 points (4 cylinders, 2 valves 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

31.0 **RACE and TIME TRIAL 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 Time Trial Classes
GT1	GT1
GT2	GT2
GT3	GT3
GT4	GT4
GT5	GT5
GT6	GT6
GTC-3	GTC-3
GTC-4	GTC-4
GTC-5	GTC-5
R2	V0
R3	V1, NP
R4	V2, MP, LP, NI
R5	KP, LI, MI
V3	V3
R6	V4, JP, KI
R7	V5, IP, JI
R8	HP and II
R9	GP and HI
R9S	944 GSR SPEC CLASS
R10	CP and GI
R11	All A and CI
BSR	BSR and BSX
CSR	CSR
MSR	MSR and MSX