



Porsche Club

Porsche Owners Club



General Competition Rules

Effective January 1, 2008

These General Competition Rules (GCRs) have been compiled by the Competition Director and Competition Committee of the Porsche Owners Club (POC) and represent a simplified but strict adherence to the competitive spirit and sportsmanship of the POC. Approved and ratified by the POC Board of Directors, these GCRs are to be used by all competitors in POC Short Track Series (STS), 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>

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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 process are as follows:

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

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

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

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

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

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

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

2.0 COMPETITION DIRECTOR

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

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 GCRs, interpreting the GCRs and handling protests. The Competition Director, or his designee, must be present at all events to ensure that they are conducted in accordance with the GCRs.

3.0 WAIVER AND RESTRICTIONS

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

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

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 STS 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 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 championships.

4.2.1 Year End Championship Awards

Competition 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 series to be considered for a series championship. Other requirements are noted below. Up to three places for each class may be awarded.

4.2.2 Number Of Events Scored

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

4.2.4 Race and Time Trial Championship points will be determined by totaling points won from all Cup Races held less the points from the number of events as outlined in table below.

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

4.2.5 An “event” is defined as any day or days that culminate in a competition.

4.3 COMPETITION POINTS

Competition points will be awarded separately for Time Trials, Racing and Short Track.

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.

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

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

4.3.3 Ties

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

4.3.4 Lap Records

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

4.4 INCENTIVES---POC BUCKS

4.4.1 POC Bucks will be awarded with a value of \$1.00 each, which may be applied to any POC driving event as described in the entry information sheet.

4.4.2 The Board of Directors may award special POC Bucks as deemed appropriate.

4.4.3 POC Bucks Schedule

4.4.4 Speed Events	Service Period	1 DAY	2/3 DAYS
Tech Leader (not for shop stamp)		50	80
Tech Inspection Helper		25	40
Registration Leader (if not paid)		60	100
Registration Worker		50	75
Grid Worker		25	40
Pit Marshall/Worker		25	40
Timing Board		20	30
Timing Worker/Runner		10	20
Equipment Hauler		30	30
General Helper		10	20
Driving Instructor	(per student, 2 max)	50	100

Miscellaneous (see yearly BOD approved list)

Board Members	65 per month
Competition Director	50 per month
Chief Driving Inst.	40 per month
Committee Chairs, A & B	25 to 50 per month
Committee Workers	20 to 40 per month
Website Manager	50 per month
Website Helper	20 to 40 per month
Velocity Editor	200 per issue
Velocity Contributor	25 per column
Published Photo (Vel or Web)	10 per photo used (15 max per event)

- 4.4.5 When a member is paid for a service, no POC Bucks will be awarded.
- 4.4.6 Event organizers must have the results of their events submitted to the following POC officials in order to be awarded POC bucks:
Velocity Editor, Website Editor, Points Chairman, Awards Chairman, Competition Director.
- 4.4.7 To receive POC Bucks 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.
- 4.4.8 Committee Chairpersons cannot earn additional POC Bucks in their own areas of responsibility, but may do so in other areas.
- 4.4.9 POC Bucks for services on the miscellaneous list will be mailed to the recipient on a quarterly basis.
- 4.4.10 There is no expiration date on the value of POC Bucks.

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 SHORT TRACK SERIES (STS) LICENSING

5.1.1 To obtain an STS 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 STS licensing will be at the discretion of the Chief Driving Instructor.

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

5.2 TIME TRIAL LICENSING

5.2.1 STS 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 Trials weekends 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 the 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 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 required by a recognized POC tech shop prior to participation at any level.

All information submitted will be investigated by the Chief Driving Instructor or designee to confirm legitimacy and accuracy. Submittal of false information may result in suspension of all driving privileges and possibly further action by the POC Board of Directors.

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 these GCRs. Safety rules for any Clinic weekend may be added or changed by the instructor or instructors.

The Clinic, as with all POC sanctioned speed events, will strictly adhere to the 13/13 rule and all provisions of Section 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 or Rookie Racing License. All 13/13 incidents and penalties will be tracked, and a database will be maintained on those drivers on probation or suspension.

6.0 LOGBOOKS

6.1 DRIVER'S LOGBOOK

Driver's Logbooks will be issued to all active members and associates with a Competition License (STS, 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, Event Steward, or official designee to make a more informed decision with regards to inappropriate driver conduct and to simplify tech inspection of personal safety equipment.

1. 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 drivers over the age of 40 years 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, Event Steward
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 GCRs 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 (STS, TT or CR). 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. Vehicle Logbook must be completed with all required information complete with photos and 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 must be presented at registration with complete tech information, tech inspection stamp, inspector's signature and current event date. An incomplete Vehicle Logbook will require re-tech at the track plus associated late tech fee.
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:

1. In the case of false entries, or tampered Logbooks (i.e., missing pages) penalties will

be incurred. The penalties may include any or all of the following:

- a. Expulsion from event.
- b. Denied entry to next event.
- c. Forfeiture of competition points
- 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 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 assigned competition numbers will be reserved until December 31 of the following year, pending membership and payment of competition license fees by the holder of assigned

number. To reserve their assigned competition number for the following season, the member must compete in at least one event during the calendar year unless specifically waived by a majority vote of the Board of Directors when extenuating circumstances may be considered. Available numbers can be reserved at the discretion of the Competition Director or his designee.

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

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

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 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 event in which you are participating. You will not receive any participation or championship points for the event, you cannot participate in the next POC points event of equal or higher value and the incident will remain on your record for the next thirteen (13) months. (An “event” is defined as any day or days that culminate in a competition.) If at any time, more than one 13/13 incident is on your record concurrently, your POC driving privileges will be suspended. Your driving privileges may only be reinstated when the incident count drops to one or less.

If you are involved in a minor incident that damages only the car that you were driving (single car incident), you will be given a written warning in your Driver’s Logbook. If you receive a 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. The driver and car must stay at the Black Flag station until released. If contact occurs during a race and the car cannot continue, the driver and car may not go back to their pit---they must report to Impound and stay there until released. If contact occurs during a race and the car can continue, the driver may finish the race and proceed directly to Impound after the race is over. If any contact goes unreported (at Black Flag or Impound), and it is later discovered that contact did occur, the offending driver(s) will be issued a 13/13.

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

Key issues to be considered:

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

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.

9.1.2 13/13 Community Service Option

A member suspended from participation due to a second 13/13 may petition the Board of Directors for the option to provide Community Service for the club.

Consideration will be on a case by case basis.

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 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 while maintaining a safe distance while executing a pass. All drivers

must be cautious of multiple car passes as the driver being passed may not see additional cars hidden from view behind the first passing car.

10.0 GENERAL REGULATIONS FOR SPEED EVENTS

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

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

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

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

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

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

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

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

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

10.0.10 All bodies must be production based Porsche subject to approval of the Competition Director.

10.0.11 All cars must use gasoline. However, commonly available commercial octane boosters shall

be allowed. No nitrogen or oxygen bearing fuels or additives shall be allowed.

10.0.12 An entrant who runs the same car for points in more than one class may do so in up to one class for each category (Stock, Improved, Prepared, V or GT) and shall be charged the prescribed second driver fee for each class entered. However, the car must conform to the technical specifications for each class so entered, when run for time or raced in that class.

If entrant runs in two practice run groups (in the same class) the following limitations will apply:

1. Entrant can only run for time once.
2. Must not be a hazard in either of the run groups (controlled by the Race Chairman or their designee).
3. Must pay the prescribed second driver fees.

10.0.13 All entrants must comply with the supplemental regulations published on an event entry form, event schedule and/or as announced during the driver's meeting(s) by POC event officials. Violation of supplemental regulations will be treated the same as violation of the GCRs.

10.0.14 The POC reserves the right to refuse event entry to anyone for reasons deemed appropriate by any two of the following: Competition Director, Competition Committee member, or Director.

10.0.15 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.

10.0.16 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 helmet is required and must be Snell Foundation approved with official SA2000 or later Snell sticker. Closed face 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 lugnuts 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 centerline 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 stock 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 can not be achieved in this manner. An approval letter from the Competition Director must be attached to the Vehicle Classification Sheet.

Ballast shall be made of solid metal (bar or plate, not shot) and must be installed securely.

The maximum weight in each pile will not exceed 100 lbs. and will be secured by a minimum of two bolts, which are through bolt mounted with back plate(s). Each pile must be clearly marked with its total weight. Cars with ballasting require an official technical inspection form

to be signed off for correct ballast installation for each event.

11.0.17 Off track weight 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 .25 inches thick. All Lexan windshields and rear windows must be retained sufficiently by straps and/or clips to prevent "blowout." Acrylic (Plexiglas) windshields are not acceptable.

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 D) and restraint systems (see 11.3).

11.1 ROLL BARS and ADDITIONAL SAFETY

11.1.01 Short Track Series

At STS Events, approved roll bars are mandatory in all V Class cars. In Prepared category, approved roll bars are mandatory for Coupes prior to the 1994 model year and all years of convertibles, Targas and Boxsters. Students may be allowed exemption with written Competition Director approval.

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

An approved full ROLL CAGE is mandatory in all open cars without a windshield and all GT Class cars. Students may be allowed exemption with written Competition Director approval.

Window nets or arm restraints are mandatory for all V Class and GT Class cars. (See 11.3.14 and Appendix G).

11.1.02 Time Trials

At Time Trials, approved roll bars are mandatory in all Prepared, V and GT Class cars. In Improved and higher classes, approved roll bars are mandatory for all convertibles, Targas and Boxsters. All roll bars and roll cages must conform to Appendix D specifications.

Window nets or arm restraints are mandatory for all V Class and GT Class cars. (See 11.3.14 and Appendix G). An approved full roll cage is mandatory in all open cars without a windshield and all GT Class cars. Students may be allowed exemption with written Competition Director approval.

11.1.03 Racing

Approved roll bars are mandatory in all Race classes and roll cages are strongly recommended. All roll bars and roll cages must conform to Appendix D specifications. Approved roll cages and closed-face helmets are required. Window nets or arm restraints are mandatory for all cars as per 11.3.14 and Appendix G.

11.1.03.1 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.

11.1.03.2 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.

11.1.03.3 All vehicles in Racing events must have:

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

11.2 CLOTHING

All classes for Time Trials and Racing require a one piece, fire retardant, driving suit. The driving suit must have a minimum SFI rating of 3.2A/5. Driving suits with a SFI rating of 3.2A/1 may be allowed if, in addition, fire retardant underwear is worn. Fire retardant socks and gloves are required. Driving shoes of fire retardant material are required (tennis shoes with ALL leather uppers are acceptable). Military flight suits are not acceptable. A balaclava is required for

drivers with facial hair and/or long hair, which extend beyond the back of the helmet. 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 Lap belts with shoulder strap required as a minimum for Short Track events. Time Trial and Racing events require driver and passenger to have approved 5 or 6-point competition harness with 3" competition lap belts, minimum 3" shoulder harnesses and minimum one 2" anti-

submarine strap. FIA-approved harnesses with 3" shoulder belts with a narrower 2" section

for head and neck restraint systems and FIA or SFI-approved 2" lap belts will be allowed.

11.3.2 (As of February 16, 2008) 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.

11.3.3 Restraint systems found to be questionable in condition, design, material, mounting and/or

in any way deemed unsafe will be disallowed.

11.3.4 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.

11.3.5 Hardware should meet or exceed the strength of standard DOT or SAE approved type

(i.e., forged eyebolts with 7/16" SAE threads).

11.3.6 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.

11.3.7 All 914 cars must be equipped with two single straps or an "H" style strap where the seat

is not used for strap support.

11.3.8 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.

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

11.3.10 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.

11.3.11 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.

11.3.12 All vehicles in Racing events must adhere to the window net specifications of Appendix F.

11.3.13 Occupants in open cars must wear approved arm restraints.

11.3.14 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 locations).
3. Event Steward 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 PIT and PADDOCK CONTROL

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 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 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's.**

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 at 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 / 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 follows:

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

11.9.2 The Event Steward 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 what 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 (STS excluded), must use an individually assigned AMB #X260 Transponder. Transponders cannot be shared. If two drivers share a vehicle and the transponder is hard-mounted in that vehicle, a method of

disconnecting the transponder power must be provided. Rental transponders will be available at every event.

The transponder mounting position is open, however, transponder cannot exceed 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.

13.0 INSPECTION AND PROTEST

All cars in all classes must be available, unchanged, for thirty minutes following the completion 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 (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 (as provided in 13.4), entrant, driver, or other person connected with the competition, which is considered to be in violation of the GCRs, except that they shall have no right to protest against a refusal of entry.

13.2 LODGING A PROTEST

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

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 GCRs. They may request that the automobile be disassembled, inspected,

or any other test be made, provided that they post a cash bond with the Competition Director sufficient to cover the total expense of disassembly, inspection and reassembly. The Competition Director will determine the amount of the bond. If the protest demands an inspection or disassembly that can not be performed immediately at the track, then the car will be impounded until the inspection can be performed. The POC shall not be responsible, or liable, for any damages or losses incurred or arising out of inspections.

13.4.1 If the vehicle is found to be in compliance with the GCRs, 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 GCRs, 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 GCRs 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 GCRs.

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 time runs for the respective class.
2. Against mistake or irregularity in timed runs: Within 30 minutes following completion of timed runs.
3. Against event results: Within seven 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 Event Steward 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 28.0 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 28.0).

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 specifications 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 stock specification weight, which includes full stock gas tank, spare tire, pump, jack and toolkit (Appendix A and 28.0).

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 converts 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 flywheel. 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 28.0.

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 STS. 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 STS. (See Appendix D).

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 13)

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 28.0.

16.4.4 DOT street tires, including "R" type, are approved only. The tires must not show evidence

of any rubbing on any part of the car during the event and conform to all of 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 shock absorber, and/or re-valving of shocks, is allowed, except race shocks (externally adjustable and/or external reservoir).

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.

16.4.18 Non-stock lowering springs allowed. Spring rate must be within +/- 20% of stock spring rate.

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 11.1.03.1.

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 none 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, 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 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 bar is required for all Prepared Category cars (see Appendix D). (Exception: coupes exempt at STS events.) 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 11.1.03.1.

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 B), 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 29.1), the total Prepared menu points used (minimum 13 points) and the V Class improvement points. Reference your total to the Competition Class chart (29.2) 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 decklids may be replaced with fiberglass or carbon fiber components. However, adequate steel impact protection for driver and fuel tank are required. While alternate materials may be used in the above mentioned body parts and windows, the Competition Director must inspect the installation and attachment method(s)

for safety and approval. When in doubt, consult the Competition Director.

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 29.2) 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 over weight may decrease points per C 25.

18.1.1 Approved roll bar/cage required in ALL V Classes per Appendix D.

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

1. Wheel type and tires are free. Wheel width as above.
2. All POC Club Racing safety requirements must be met.
3. Updating by year 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 FACTORY CLUB RACERS

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

Base pts/Class	Year	Model		Weight	HP	Ratio	Wheels
65 pts/MP	95-97	993 Carrera RS 3.8 (RoW)		2800	300	9.3	8/10
65 pts/NI	03-05	911 GT3	3.6	3042	380	8.0	8.5/11
78 pts/NP	06-09	911 GT3	3.6	3075	415	7.4	8.5/12
95 pts/V0	All	911 GT2 (	3.6	3131	477	6.6	8.5/12

1. All POC Club Racing Safety requirements must be met.
2. Updating by year and model type is allowed.
3. Listed weight is the Prepared weight with full tank of gas.
4. Any point modification from the Prepared or V Menu must be added to the base points listed above. The total points will determine the Class (see 29.2).

21.0 GTA CLASS

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

GTA Factory 996/997 Racecars (GT3R and GT3RS) and 996/997 Cup Cars that do not conform to 19.0.

22.0 HIGHLY MODIFIED "GT" CLASSES

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

GT1 All turbo or supercharged cars with engines over 2.5 liters displacement and with 100 points or more.

GT2 All normally aspirated cars with 100 points or more and engines larger than 3.4 liters.

GT3 All normally aspirated cars with 100 points or more and with engines over 2.808 liters

and up to 3.4 liters. Also, all turbo or supercharged cars with engines up to 2.5 liters displacement and with 100 points or more.

GT4 All normally aspirated cars with 100 points or more and with engines up to 2.808 liters.

Purpose built race cars utilizing composite materials as a main sub-frame and/or fully tube frame cars will move up one class and/or add weight, subject to a Competition Committee

ruling of each car. These cars must have the stock wheelbase and silhouette of a Porsche.

22.1 HIGHLY MODIFIED GT CLASS MENU

Any car, which exceeds the modifications of the V Class and/or has 100 or more Total Classification Points will be classified in the Highly Modified GT Class. Generally, most modifications will be allowed, however, the car must meet accepted safety requirements and the minimum guidelines below. The decision for the car to be allowed to run rests entirely with the Competition Director and the Competition Committee. Classes for competition will be based primarily on engine size and turbo/supercharging (see 22.0).

22.1.1 GENERAL

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

22.1.2 ENGINE

- A) Must use a Porsche OEM engine (see 10.0.9). Modifications are unrestricted.
- B) Engine must run on gasoline. Nitrous oxide is not allowed (see 10.0.11).

22.1.3 TRANSMISSION

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

22.1.4 CHASSIS and SUSPENSION

- A) Must use a Porsche chassis (see 10.0.9) consisting of a stock tub that includes the original floor pan, rocker panel longitudinal frame members and front firewall.
- B) Cars that modify stock chassis by utilizing composite materials as a main sub-frame and/or fully tube frame cars will move up one GT class and/or add weight or be moved to Exhibition Class subject to a Competition Committee ruling of each car. All these cars must have a stock Porsche wheelbase, based on some stock version of the bodywork type of the car (see 22.0).
- C) All cars must be equipped with a metal firewall, capable of preventing the passage of flames, fumes, debris and separating the driver's compartment from the engine and fuel tank compartments. Firewall must be constructed of steel and/or aluminum and be in approximately the same location as the original firewall. Firewalls must extend from outer body skin to outer body skin.
- D) Modifying unibody to move pick-up points is allowed.
- E) Suspension modifications are unrestricted.
- F) Ride height is unrestricted, but no part of the chassis/body/suspension may touch/rub/scrape the track at anytime.

22.1.5 BRAKES

- A) Any brake and rotor combination that meets POC safety standards is allowed.

B) Brake lights must be, at least, as bright and as visible as stock brake lights. It is mandatory that at least 2 brake lights are in working condition before going on track.

22.1.6 WHEELS and TIRES

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

22.1.7 BODY and INTERIOR

- A) All cars must be recognizable as production based Porsches (see 10.0.10).
- B) Doors, fenders, hood, bumpers and decklids may be replaced with fiberglass or carbon fiber. However, adequate steel impact protection for driver and fuel tank are required (see 18.0).
- C) Ground effects, such as a non-stock flat pan or bottom, must be approved by the Competition Director. Channels and/or tunnels on the underside of the car are not allowed.
- D) Rear spoilers or wings may not be wider than the basic bodywork or fenders. They may not be more than 6" higher than the roofline or extend more than 6" beyond the rear bumper. Splitters may not extend more than 6" beyond the front bumper/bodywork.
- E) Aerodynamic devices which are driver adjustable or which adjust themselves while on the track will not be allowed. Factory fixed-speed deploying devices operating within factory specifications are exempt.
- F) The fender must cover all parts of the tires, which normally contact the road when measured from a vertical drop from the fender edge through the centerline of the wheel. Fender must also cover tire to the rear so that debris, rubber or rocks are not thrown backward, into a following car. All body panel openings, directly located near a front or rear wheel, must be covered with a piece of wire screen with openings no larger than 1/4" (see 11.0.12 and 18.1.2).
- G) Removal of interior is allowed, but fuel lines, fuel components, high-pressure lines, oil sumps and/or oil containers may not be exposed to the driver's compartment. Oil lines must be stainless steel braided with thread-on connections. Running gear and batteries should be completely covered by a metal bulkhead, so that they are not visible and safely sealed from any driver exposure (see 11.0.18, 11.0.21).
- H) Lexan windshields of appropriate thickness are allowed (see 11.0.19). Windows other than the windshield may be replaced with break-resistant plastic.
- I) On-board fire system or a fire extinguisher is mandatory (see 11.0.8).

SPEC CLASSES

23.0 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 Short Track and Time Trial competition only.

24.0 944 "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.

24.1 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 GCRs. 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 GCRs.

24.2 ENGINE

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

24.3 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.

24.4 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.

24.5 SUSPENSION AND CHASSIS

- All suspension components must be stock factory parts. They must be mounted in the unmodified factory original mounting locations. Updating /backdating of suspension components (e.g. A-arms, trailing arms, hubs (uprights), spindles, factory spacers) from eligible models is allowed provided the maximum track width is not exceeded.

• MAXIMUM TRACK WIDTH FOR ALL CARS IS EQUAL TO THE STOCK 944 AT 58.1

INCHES IN THE FRONT AND 57.1 INCHES IN THE REAR.

- The 924S models, with their narrower fenders and smaller track width front and rear, are allowed to increase track width by means of updating suspension components or adding spacers, however, tires cannot touch the fenders at any point in the suspension travel or steering travel. NOTE: 924S models came stock with late offset 6-inch wheels. Care must be taken when installing the larger spec wheels and tires to ensure there is no contact with stock springs.

- Shocks may not have more than one external adjustment. Remote reservoir shocks are not permitted. Threaded body shocks similar to the factory M030 package are allowed on the front only. Shocks must be original factory installed shocks or the following models and part numbers:

Koni Front: 8641-1038 Sport, 8641-1414 Sport

Rear: 26-1209 Sport, 8040-1035 Sport

Bilstein Front: P30-0104, AK1110, AK1111

Rear: B36-0161, B36-2052

- No modification of the shock tower is allowed. The brace must bolt on. No exceptions are allowed.
- Any spring rate is permissible in the factory original location only. Coilover systems are not allowed in the rear. Any torsion bar size approved up to 30mm.
- Any sway bar is allowed as long as they are not cockpit adjustable.
- Any ride height, providing that no metal part of the vehicle touches the ground so as to be hazardous in the opinion of the Competition Director.
- Suspension bushings must remain non-metallic.
- Manual or power steering may be used. Power steering rack may be converted to manual. The steering lock may be removed.

24.6 WHEELS AND TIRES

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

24.7 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 GCRs.
- 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.

25.0 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 monocoque chassis, e.g., GT1, 962, 917, 936 spyder, 910, 908, will run in Exhibition Class. Any car in Exhibition Class is subject to protest.

MODIFICATION DETAILS

26.0 APPROVED ENGINE SWAPS

26.1 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.

26.2 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.

27.0 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

28.0 BASIC CAR CLASSIFICATION CHART

Year	Model	Engine	Trans	Weight	HP	Ratio	Wheels	Fuel Tank
					Wt/HP	F/R	(gallons)	
Class A								
56-59	356A	(1.6) Carbs			1955	75	26.1	6/6 13.7
60-64	356B	(1.6) Carbs			2065	75	27.5	6/6 13.7
64-65	356C	(1.6) Carbs			2120	75	28.3	6/6 13.7
65-69	912	(1.6) Carbs			2240	90	24.9	6/6 16.4
70-73	914	(1.7) D-Jet			2241	80	28.0	6/6 16.4
74-75	914	(1.8) L-Jet			2241	76	29.5	6/6 16.4
76	912E	(2.0) D-Jet			2258	86	26.3	6/6 21.1
77	924	(2.0) K-Jet			2623	100	26.2	6/6 16.4
Class C								
60-63	356S-90	(1.6) Carbs			2065	90	22.9	6/6 13.7
64-65	356SC	(1.6) Carbs			2120	95	22.3	6/6 13.7
73-74	914	(2.0) D-Jet			2241	95	23.6	6/6 16.4
75-76	914	(2.0) D-Jet			2241	90	24.9	6/6 16.4
77/1/2-82	924	(2.0) K-Jet			2623	115	22.8	6/6 16.4
Class G								
65-68	911	(2.0) Carbs/9.0:1	(901 Trans)		2373	130	18.3	7/7 16.4
68	911T	(2.0) Carbs/8.6:1	“	“	2483	110	22.6	7/7 16.4
68	911L	(2.0) Carbs/9.0:1	“	“	2483	130	19.1	7/7 16.4
69	911T	(2.0) Carbs/8.6:1	“	“	2351	110	21.4	7/7 16.4
69	911E	(2.0) MFI /9.1:1	“	“	2351	140	16.8	7/7 16.4
70-71	914-6	(2.0)Carbs/8.6:1	“	“	2276	110	20.7	7/7 16.4
70-71	911T	(2.2) Carbs/8.6:1	“	“	2351	125	18.8	7/7 16.4
72-73	911T	(2.4) Carbs/7.5:1	(915 Trans)		2417	130	18.6	7/7 16.4
72-73	911T	(2.4) MFI /7.5:1	“	“	2417	140	17.3	7/7 16.4
73	911T (USA)	(2.4) CIS /8.0:1	“	“	2417	140	17.3	7/7 16.4
79-80	924 Turbo	(2.0) K-Jet /7.5:1			2779	150	18.5	7/7 22.2
80-82	924 Turbo	(2.0) K-Jet /8.0:1			2779	156	17.8	7/7 22.2
86-87	924S	(2.5) DME /9.7:1			2734	150	18.2	7/7 16.4

88	924S	(2.5) DME/10.2:1	2734	160	17.1	7/7	16.4
83-85	944	(2.5) DME 9.5:1	2778	150	18.5	7/8	17.4
86-87	944	(2.5) DME 9.7:1	2778	150	18.5	7/8	21.1
88	944	(2.5) DME 10.2:1	2844	160	17.8	7/8	21.1
89	944	(2.7) DME 10.9:1	2866	165	17.4	7/8	21.1

Class H

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

Class I

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

Class J

76-77	CarreraRoW 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	911 Turbo Look (3.2) CIS 9.5:1 (915 & G50)	2866	217	13.2	7/8	22.4
86-88	944 Turbo (2.5)	2899	217	13.4	7/8	21.1
89-94	Carrera 4 (3.6) DME 11.3:1	3197	247	12.9	7/8	20.3
92-94	968 (3.0) DME 11.0:1	3086	240	12.9	7/8	19.6
97-99	Boxster (2.5) 11.0:1	2756	201	13.7	7/8.5	15.3
00-02	Boxster (2.7) 11.0:1	2778	217	12.8	7/8.5	16.9
03-04	Boxster (2.7)	2811	225	12.5	7/8.5	16.9
05>	Boxster (2.7)	2855	240	11.9	7/8.5	16.9

Class K

72	916 (2.4)MFI 8.5:1(915Trans)	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 RoW2.7 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 (RoW3.2)					
	DME10.3:1	2667	231	11.5	7/8	22.4
80-83	928S RoW(4.7) K-Jet 10.0:1	3351	300	11.2	8/8	22.7
84-86	928S RoW(4.7)LH-Jet 10.0:1	3351	310	10.8	8/8	22.7
85-86	928S (5.0) LH-Jet 10.0:1	3351	292	11.5	8/8	22.7
87-91	928 S4 (5.0) LH-Jet 10.0:1	3505	320	11.0	8/9	22.7
89-91	928 GT (5.0) LH-Jet 10.0:1	3505	330	10.6	8/9	22.7
88	944 TurboS (2.5)	2998	250	12.0	7/9	21.1
89	944 Turbo (2.5)	2998	250	12.0	7/9	21.1
88-89	Carrera Club Sport (3.2)	2656	214	12.4	7/8	22.4
90-94	Carrera 2 (3.6)	3031	247	12.3	7/8	20.3
92-93	American Roadster (3.6)	3252	247	13.2	7/9	20.3
92-94	911RS America (USA)	2954	247	12.0	7/8	20.3
95	993 (3.6)	3064	270	11.3	7/9	19.4
96-98	993 (3.6)	3064	282	10.9	7/9	19.4
96-98	993 C2S (3.6)	3064	282	10.9	7/9	19.4
96-98	993 C4 (3.6)	3175	282	11.3	8/10	19.4
96-98	993 C4S (3.6)	3175	282	11.3	8/10	19.4
95	993 C4 (3.6)	3175	270	11.8	7/9	19.4
00-02	Boxster S (3.2)	2855	250	11.4	7.5/9	16.9
03-04	Boxster S (3.2)	2910	258	11.3	7.5/9	16.9
05-06	Boxster S (3.2)	2965	280	10.6	7.5/9	16.9

Class L

78-80	911 Turbo (3.3)	2855	265	10.8	7/9	21.1
86-89	911 Turbo (3.3)	2943	282	10.4	7/9	22.4
91-92	911 Turbo (3.3)	3274	315	10.4	7/9	20.3
87-88	928 S4 Club Sport (5.0)	3263	316	10.3	8/9	22.7
92-95	928 GTS (5.4)	3593	350	10.3	8/9	22.7
91-92	911RS (RoW) (3.6)	2712	260	10.4	7/8	20.3
99-01	996 C4 (3.4)	3031	300	10.1	8/10	16.9
02-04	996 C4S (3.6)	3241	320	10.1	8/10	16.9
2006	Cayman S (3.4)	2954	295	10.0	8/9.5	16.9

Class M

99-01	996 (3.4)	2910	300	9.7	8/10	16.9
02-04	996 (3.6)	2966	320	9.3	8/10	16.9
05-06	997 (3.6)	3075	325	9.5	8/10	16.9

05-06	997 C4	(3.6)	3157	325	9.7	8/11	17.7
05-06	997 C4S	(3.8)	3252	355	9.2	8/11	17.7

Class N

1994	911 Turbo	(3.6)	3274	355	9.2	8/10	20.3
95-97	993 RS (RoW)	(3.8)	2800	300	9.3	8/10	20.2
96-97	911 Twin Turbo	(3.6)	3307	400	8.3	8/10	19.4
98	911 Turbo S	(3.6)	3307	424	7.8	8/10	19.4
01-04	911 Turbo	(3.6)	3395	415	8.2	8/11	16.6
03-05	911 GT3	(3.6)	3043	380	8.0	8.5/11	16.6
05	911 Turbo	(3.6)	3505	415	8.4	8/11	16.6
05	911 Turbo S	(3.6)	3505	444	7.9	8/11	16.6
05-06	911 Carrera S	(3.8)	3131	355	8.8	8/11	16.9

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

29.0 BASE POINTS CHART

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

Base Points:

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

Class M 52 Points
Class N 65 Points

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

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

30.0 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 re as follows:

Race Class Corresponding Time Trial Classes

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

APPENDIX A POC APPROVED OFF-TRACK VEHICLE WEIGHTS

Model Year	Model Designation	Weight w/Driver Stock/Improved	Weight w/Driver Prepared**
	356		
1950-55	356 Coupe, Cabriolet, Speedster	1965 1810	1865 1710
1956-59	356A Coupe, Cabriolet, Speedster Carrera GT Carrera	2005 1810 2185 2053	1905 1710 2085 1953
1959-63	356B Coupe & S-90 Roadster GT Carrera	2115 2053 1998	2015 1953 1898
1963-65	356C Coupe & 356SC	2170	2070
	911		
1965-66	911	2406	2306
1968	911T & L	2516	2416
1967-68	911S	2406	2306
1969-71	911T, E & S	2384	2284
1972-73	911T	2450	2350
1972-73	911E, S	2502	2402
1973	2.7 Carrera RS RoW	2465	2365
1974	3.0 Carrera RS RoW	2648	2548
1974-75	2.7 Carrera S/C USA	2473	2373
1974-75	911, 911S	2473	2373
1974-75	Carrera RoW	2473	2373
1975-77	911 Turbo	2639	2539
1976-77	911, 911S (2.7)	2473	2373
1976-77	911 3.0 Carrera RoW	2517	2417
1976-77	911 Turbo 3.0 RoW	2639	2539
1978-83	911SC	2760	2660
1980	911SC RoW	2561	2461
1981-83	911SC RoW	2605	2505
1978-79	911 Turbo	2859	2759
1980-83	911 Turbo RoW	2869	2769
1984-89	911 Carrera	2752	2652
1984-89	911 Carrera RoW	2663	2563
1988-89	911 Carrera Club Sport	2652	2552
1984-89	911 Turbo Look	2862	2762
1986-89	911 Turbo	2939	2839
1989-94	911C4	3206	3106
1990-94	911C2	3040	2940
1991-92	911 Turbo (3.3)	3283	3183
1994	911 Turbo (3.6)	3283	3183
1992-93	American Roadster	3261	3161

1991-92	911 RS America RoW	2721	2621
1993-94	911 RS America	2963	2863
1995-98	993	3079	2979
1995-97	993 Carrera RS	2815	2715
1996-98	993 C2S	3079	2979
1995-98	993C4	3145	3045
1996-98	993 Turbo	3322	3222
1999-01	996	2940	2840
2001-04	996 Turbo	3427	3327
2002-04	996	2969	2896
2002-04	996 C4S	3271	3171
2005	997	3105	3005
2005-06	997 C4	3182	3082
2005-06	997 C4S	3277	3177
2005	911 Carrera S	3161	3061
2005	911Turbo & Turbo S	3535	3435
	912		
1965-69	912	2273	2173
1976	912E	2262	2162
	914		
1970-76	914-4	2274	2174
1970-72	914-6	2309	2209
1972	916	2335	2235
	924		
1977-82	924	2656	2556
1986-88	924S	2767	2667
1981-82	924 Turbo (931)	2776	2676
	928		
1978-82	928	3345	3245
1980-86	928S USA & RoW	3345	3245
1987-91	928S4	3499	3399
1989-91	928GT	3499	3399
1993-95	928GTS	3589	3489
	944		
1983-87	944 (2.5)	2805	2705
1988	944 (2.5)	2848	2748
1989	944 (2.7)	2870	2770
1987-88	944S (2.7)	2875	2775
1989-91	944S2 (3.0)	3002	2902
1986-88	944 Turbo (2.5)	2903	2803
1990-91	944S2 Cabriolet	3113	3013
1988-89	944Turbo, 944TurboS	3002	2902
	968		
1992-94	968 (3.0)	3099	2999
1992-94	968 Cabriolet	3253	3153

Boxster			
1996-99	Boxster (2.5)	2796	2696
2000-02	Boxster (2.7)	2808	2708
2003-04	Boxster (2.7)	2841	2741
2005	Boxster (2.7)	2885	2785
2000-02	Boxster S	2885	2785
2003-04	Boxster S	2940	2840
2005-06	Boxster S	2995	2895
Cayman			
2006	Cayman S	2984	2884

*** Official Cup Race and Time Trial “Off the track weight” will include the driver in the car at weigh in for Stock, Improved, Prepared Level and V Class Cars. This “Off the track weight” is calculated by taking the vehicle weight on your Vehicle Classification Sheet for V Class or Prepared weight. Add 180 lbs for the POC average driver’s weight minus the stock fuel tank capacity for your car times 6.2 lbs/gal. (see 28.0 of the GCRs for fuel tank capacity) See example below for a 1980 911 SC in Prepared Class:
 POC Vehicle Wt 2611 lbs+POC Driver Wt 180lbs - Stock fuel Wt (-) 131*lbs=Total
 “Off track Wt” 2660 lbs

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

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

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

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

B	PREPARED CATEGORY	PERFORMANCE MODIFICATION	POINTS
B 1	Raised spindles, modified stock suspension and/or chassis to increase camber	.....	1
B 2	Reinforcement or update from steel to alloy of 914 rear control arms	.....	0
B 3	Race tires	.....	6
B 4	Open exhaust or mufflers that exceed 100db measured at 50 ft	.....	1
B 5	Altered steering arms or steering rack/arm spacers for bump steer	.....	0
B 6	Removal of air conditioning	.....	0
B 7	Non-stock Spring rate for Torsion Bars or Coil Springs (per axle)	.....	1-2
B 8	Non-stock rear whale tail or spoiler (Must conform to 17.1.4.)	.....	1
B 9	Use any Factory distributor (except twin plug or crank fired)	.....	0
B 10	Brakes; M small caliper to S or A caliper	.....	2
B 11	Replacement of suspension bushings with plastic/metal bushings or bearings	.....	0
B 12	Non-stock gear(s) and/or ring and pinion (Must maintain stock and unmodified mainshaft)	.....	3
B 13	Lighten flywheel and/or clutch assembly, change in valve springs retainers	.....	0
B 14	Change to any OEM DME control unit or replacement of ROM chip with other than stock OEM (normally aspirated models only)	.....	0
B 15	Injection system mods: Change to any OEM DME control unit or replacement of DME chip with other than OEM (Turbo only)	.....	4
B 16	Stock wastegate may be replaced with aftermarket wastegate, providing stock wastegate control is retained	.....	0
B 17	Headers	.....	2
B 18	Wheels: 1 point per half-inch, per axle over Stock/Improved (28.0)		
	Front width, from _____" to _____"	.....	_____
	Rear width, from _____" to _____"	.....	_____
B 19	Through bulkhead bracing	.....	0
B 20	Approved Lexan windshield (all other windows must be stock)	.....	0
B 21	Vehicle may weigh up to 100 pounds less than POC Class weight per Appendix A. Weight includes full stock gas tank, spare tire, pump, jack and toolkit	.....	0
TOTAL PREPARED CATEGORY POINTS (13 points maximum in Prepared)			

Driver Signature _____ **Competition Director** _____

NAME	POINTS
C "V" PERFORMANCE MODIFICATIONS	POINTS
C 1 Distributor; Twin plug	4
C 2 Distributor; Crank fired (exceptions: C 6 DME and Electronic Fuel Management Systems)	2
C 3 Non-stock camshaft	4
C 4 Any modification that increases the compression ratio from VIN	4
C 5 Change intake or exhaust valve size, port shape, or dimensions. (Note: changes raising compression ratio must also add 4 points per C 4).	5
C 6 Normal aspiration changes from VIN. Change to any of; CIS, DME, Carburetors or Mechanical injection (non-race)	4
C 7 Electronic Fuel Management (electronics only, no manifold changes).....	4
C 8 Electronic, Mechanical or Slide-Valve Fuel Management (non-stock manifolds) (exclusion from C 9)	10
C 9 Modifications or Change from OEM induction system: Intake runners, Throttle housings, Injection pump cams, Carburetor intake manifolds	4
C 10 Upgrade or aftermarket intercooler	8
C 11 Use, or added, non-stock or aftermarket turbocharger or supercharger	15
C 12 Engine displacement increase from VIN as advertised:	
- up through 250 (300cc for 4 cylinder only)	4
- up through 500cc	8
- up through 750cc	13
- up through 1.0 liter	17
- Every additional 1-250 cc increase over 1.0 liter = 4 add'l pts	
C 13 Brakes (additive including section B 10);	
-Any Caliper change from A or S caliper	2
-Any rotor change from VIN	2
C 14 Upgrade turbo	4
C 15 Boost increase - Non-stock dual ported or aftermarket wastegate, modifications to banjo fittings, drilled cycle valve, wastegate spring change, installation of wastegate shims and/or KLR chip change. Cycle valve must be connected both electrically and mechanically	8
C 16 Manually adjustable boost	2
C 17 Leading edge rear wing (max. dimensions 9.75 x 60 inches may not be higher than factory roofline, may not extend beyond the stock rear bumper (Exclusion from B 8)	2
C 18 Aerodynamic Splitters	1
C 19 Race Shocks: external double/triple adjustable and/or external reservoirs	2
C 20 Upgrade Torsion Bars to Coil-Over Springs (1 point per axle) (exclusion from B 7) (non-stock adjustable rear spring plates allowed)	1-2
C 21 Transmission: Non-stock or modified mainshaft from VIN	1
C 22 Decrease for narrow bodied "stock flares" 911('66-'94), 914 (all). Excludes Turbo and Turbo Look (-2) Increase for flair width in excess of body width max. <Front 68 in., rear 70 in. per 18.1.5> (1 point per axle)	
C 24 One point for every 25 lbs. under POC Prepared Off-Track weight (per Appendix A) (round up in 25 lb. increments) Prep. WT. _____ - _____ = _____	
C 25 One point <decrease> for every 35 lbs. over Prepared Off-Track weight (per Appendix A) (maximum allowable 10 pts) Prep. WT. _____ - _____ = _____ <____>	
TOTAL V CLASS PERFORMANCE IMPROVEMENT POINTS	
TOTAL PREPARED CATEGORY POINTS (minimum 13 points, whichever is greater)	
STOCK VIN BASE POINTS (per 29.1)	
TOTAL V CLASSIFICATION POINTS	<input type="text"/>
Class V5 01 - 37 points (4 cyl, 2 valves/ cyl.)	Class V2 52 - 65 points
Class V4 01 - 39 points	Class V1 66 - 82 points
Class V3 40 - 51 points	Class V0 83 - 99 points

APPENDIX D

ROLL BAR / CAGE SPECIFICATIONS

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

Minimum Roll Bar Tubing Sizes:

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

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

Roll Cage Specifications:

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

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

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

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

- **Approved Boxster Slalom/STS and Time Trial Specifications:**

Brey Krause Extension or Equivalent.

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

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

- **Approved Bolt in Roll Bar for 964, 993, Coupe and Convertible Time Trial and Slalom/STS Run Groups, as a minimum requirement:**

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

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

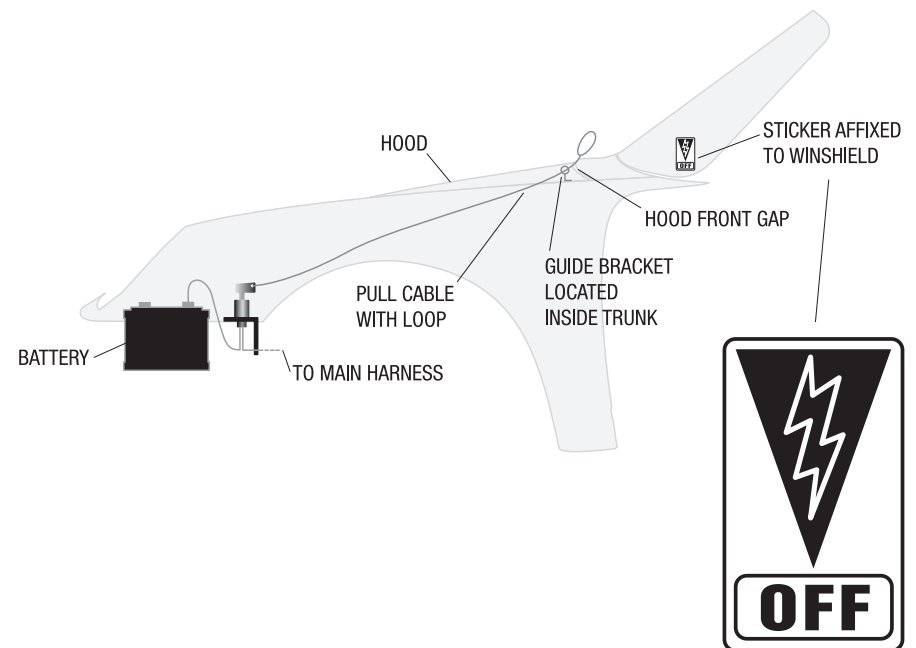
APPENDIX E

ELECTRICAL DISCONNECT SPECIFICATIONS

Per GCR 11.1.03.3, an electrical disconnect switch (battery cut-off switch) must be installed on all cars competing in the POC Racing Program. The switch must be wired such that electrical power to all circuits, except electrically operated on-board fire systems, is disconnected. Recommended is a six pole cut-off switch that will disconnect the positive circuit of the battery, the fuel pump or DME relay, and provides alternator diode protection when the electrical power is cut with the engine running at speed. A two pole switch that disconnects only the battery circuit is not permitted.

The switch may be mounted in the trunk compartment but must be located rearward of the front suspension strut towers. A pull wire passing to the outside may be used to operate the switch. The preferred location of the pull wire is on the driver's side of the car, and must be clearly visible with its position marked with the approved master switch "OFF" decal as shown below. The decal can be placed on the windshield glass or the bodywork, as close as possible to the pull wire. It is recommended that the pull wire be painted red for visibility. A permanently mounted switch or pull wire permitted in alternate location providing position is clearly marked with approved decal and easily accessible from outside of the vehicle.

The cut-off switch can be installed by fabricating a simple bracket to firmly attach the switch to the bodywork in a location that is behind the front strut towers. Braided wire can be used as the pull wire by threading it from the switch handle to the outside of the hood. The exposed end of the braided wire should have a loop to facilitate the holding and pulling of the wire. Pulling the wire should easily activate the cut-off switch, stopping the engine even when it is running at speed.

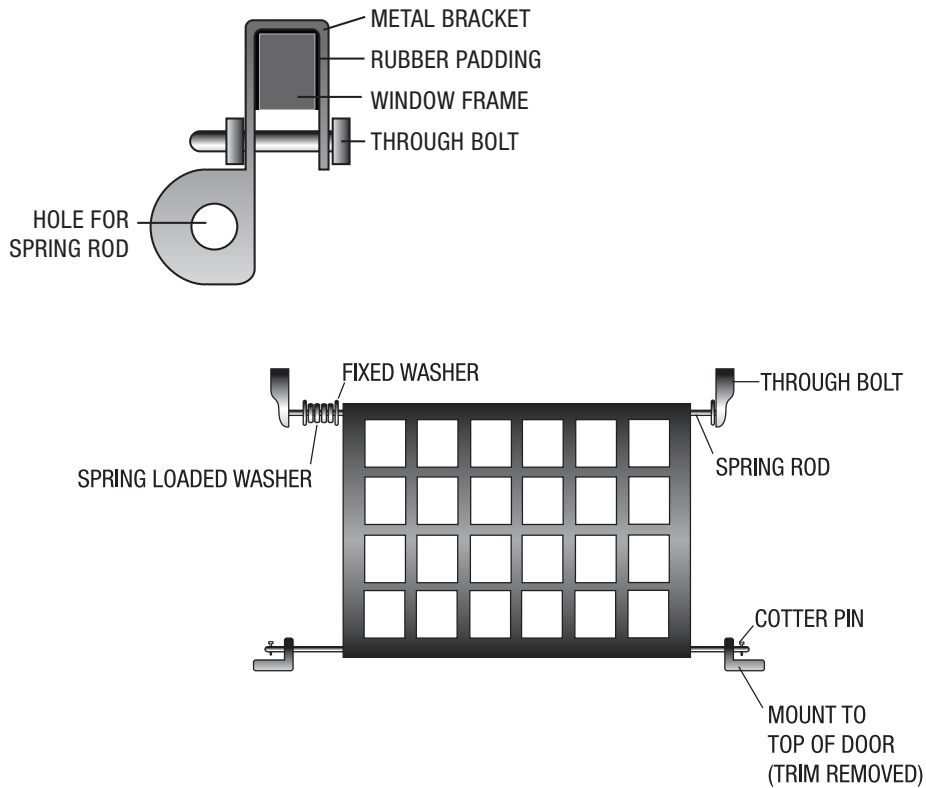


APPENDIX F WINDOW NET SPECIFICATIONS

Per GCR 11.3.12, all vehicles competing in POC Racing must be equipped with a window net covering the driver's window opening of either the string or strap type. In cases where a full roll cage is used, it is highly recommended the net be attached to the cage and not the door frame (added safety in the event the door should open in a major accident). Also, for the same safety consideration, arm restraints are required for all drivers of vehicles that have door mounted window nets or factory-type non-glass sliding windows.

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

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



APPENDIX G SAFETY REQUIREMENTS

SAFETY REQUIREMENTS

STS	ROLL BAR	ROLL CAGE	ARM RESTRAINT	HANS TYPE DEVICE	WINDOW NET	5-6 PT. HARNESS	FIRE SUIT/SHOES/GLOVES	FRONT TOW HOOK	FIRE SUPPRESSION SYS.	CUT-OFF SWITCH	FUEL CELL
	Coupe										
Stock											
Improved											
Prepared						x					
V Class	x		3		x	x	x				
GT		x	3		x	x	x				2
	Convertible fabric, fiberglass or non-welded metal roof										
Stock											
Improved											
Prepared	1		x								
V Class	1		x			x	x				
GT		x	x			x	x				2

Time Trial

STS	Coupe										
	Stock						x	x			
Improved						x	x				
Prepared	4					x	x				
V Class	x		3			x	x	x			
GT		x	3			x	x	x			2
	Convertible fabric, fiberglass or non-welded metal roof										
Stock						x	x				
Improved	1					x	x				
Prepared	1		x			x	x				
V Class	1		x			x	x				
GT		x	x			x	x				2

1 = BK Roll bar Ext OK 2 = see GCRs 3 = opt for window net 4 = pre 1994