



# **Porsche Club**

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## **Porsche Owners Club**



### **General Competition Rules for**

# **2024**

**Effective January 1, 2024 (Including approved/ratified changes)**

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

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

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

**[www.porscheclub.com](http://www.porscheclub.com)**

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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 purpose are as follows:

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

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

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

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

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

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

**December 1** – Approved and ratified GCR changes will be posted to the website within one month following the board meeting at which the Competition Committee’s changes are received.

## 2.0 COMPETITION DIRECTOR

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

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

## 3.0 WAIVER AND RESTRICTIONS

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

- 3.0.1 No one under the age of 18 may participate in any POC driving event *unless* they have executed the “Waiver” outlined above, *and* a parent and/or legal guardian has executed an additional waiver *and* that parent and/or legal guardian is in attendance. However, no one under the age of 16 shall be allowed to either drive or be a passenger in any POC driving event under any circumstances.
- 3.1 At event registration, POC will provide appropriately coded wristbands signifying compliance with these restrictions. Should anyone be found in a “restricted” area without such a wristband, they will be asked to immediately leave the restricted area and may not return until they have executed the appropriate waiver/s, been issued the appropriate wristband, and verified the execution of the waiver with the Director of Motorsports.
- 3.2 These restrictions apply to the entire period during which the POC has control of a driving venue. However, when the competition surface is officially ‘closed’, i.e., lunch time drive-a-rounds, evening walks, etc., any person who meets the Federal guidelines for individual seat belt use, i.e. over 4’ 7” in height and/or 100 pounds in weight, may be granted access to the designated areas provided they, and a parent or guardian have executed the appropriate Waiver. (See 3.0, 3.0.1, 3.1)

#### 4.0 **AWARDS**

- 4.0.1 Class Position Awards may be presented to 1st place winners. A 2nd place will be awarded in classes of 3 or more class competitors and a 3rd place will be awarded where there are 5 or more class competitors.
- 4.0.2 An award may be given to the Fastest Time of Day.

#### 4.1 **DISTRIBUTION OF AWARDS**

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

#### 4.2 **POINTS AWARDS**

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

##### 4.2.1 **Year End Championship Awards**

Competition Points and Service Points will be awarded to members whose membership and competition licenses are current at the time of a competition. These accumulated points will determine year-end championships. You must earn points in a minimum of the competitions in a class to be considered for a class championship - 65% for the Cup Race Series and SIM League, and 50% for the Time Trial and Performance Driving Series.

Should the calculation result in a fractional event requirement, the result will be raised to the next highest full event count. Other requirements are noted below. Up to three places for each class may be awarded.

#### 4.2.2 **Earned Service Points Requirements**

Time Trial Series	200 pts.
Cup Race Series	200 pts.
Performance Driving Series	100 pts.
SIM League	50 pts.

All Service Points earned shall be compiled as one total.

4.2.2.1 As part of satisfying the service point requirement for a Cup Race Series Championship, a Cup Racer must instruct an unlicensed student in either the Time Trial or Performance Driving Series at least one time during the year. When riding as a passenger in an on-track car at high speed, drivers with motion sickness or other impairments, may apply to the Chief Driving Instructor for special volunteer service that will satisfy the student instruction requirement. The nature of the special service **must** be noted in the online submission. Service points earned for instructing, and documented by the Chief Driving Instructor, count toward the Cup Racer’s annual service point requirement. Service points earned on the Board of Directors or as a member of the competition committee also count toward the Cup Racer’s annual service point requirement.

#### 4.2.3 **Number of Events Scored**

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

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

<u>Total Number of Scheduled Events</u>	<u>Events Subtracted from Total</u>
1-4	0
5-9	1
10-16	2
17-23	3
24-29	4
30 or more	5

4.2.4 A “Points Event” is defined as any competition where Championship Points are scheduled to be awarded.

#### 4.3 **COMPETITION POINTS**

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

4.3.1 Competition points are not transferable between competition series.

#### 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:

1 <sup>st</sup> = 20 pts.	5th = 8 pts.	9th = 3 pts.	DQ = 0 pts
2nd = 15 pts.	6th = 6 pts.	10th = 2 pts.	
3rd = 12 pts.	7th = 5 pts.	All finishers = 2 pts.	
4th = 10 pts.	8th = 4 pts.	DNF or DNR = 1 pt.	

If an event is not completed due to weather, or for any reason as deemed necessary by the responsible POC officials, and does not complete at least one-half of the total race laps scheduled, 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. In the case of disqualification (DQ) for any reason, the entrant shall receive 0 points and the event will not count as a competition for qualification for year-end championship award under 4.2.1.

#### 4.3.3 Ties

Time Trial competitions will be recorded during sessions designated as “Officially Timed”. In case of ties in a Time Trial competition, the 2<sup>nd</sup> fastest time between those individuals will determine the winner. If a tie still exists, dual points and trophies shall be awarded.

#### 4.3.4 Lap Records

Time Trial Lap records can only be earned during officially timed Time Trial run sessions. Cup Race Lap records can only be earned during Cup Race Qualifying or actual race laps being run for competition points. The data for Class Lap Records shall be maintained, and updated each time a new lap record is established. Track configurations must be considered. It shall be the responsibility of the Website Administrator to maintain and update the website when new records are established.

### 4.4 INCENTIVES

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

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

4.4.3 A Service Points Champion will be determined by the total service points accumulated during a calendar year from all Club activities. The Service Points Champion will be entitled to use the #1 car number plate during the following year should they chose to do so.

4.4.4 *Deleted*

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

4.4.6 Incentive Points (POC Bucks) carry a value of \$1.00 each, which may be applied to any POC event requiring an entry fee as described in the entry information.

4.4.7 The Board of Directors may award special Service Points and/or Incentive Points as it deems appropriate.

## Points Schedule

4.4.8 Points-Driving Events	One Day	Two or more Days
Clinic Team (each member)	50	200
Pit Marshall	40	80
Tech Leader (per event)		25 per tech leader
Registration Assistant (per person, per event)		25
Scales Setup or Takedown		25
Driving Instructor (per student 2 max per day)		50
Check-out Ride (each)		20
General Helper (per day)		20

4.4.8.2 Points – Sponsorship	POC Gold level sponsorship or higher	200
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### 4.4.9. Points - Administrative (see yearly BOD approved list)

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

4.4.9.1 The service period for Board selected and approved Administrative personnel shall begin on March 1<sup>st</sup> and terminate on the last day of February of the following year.

4.4.10. Service and Incentive Points will be posted to member accounts on the Club website and in their Motorsport Registration Account. If individual website accounts are not available, Service Points will be maintained by the Treasurer and Incentive Points will be distributed via POC Bucks. Posting is the responsibility of the Treasurer and will be completed within 10 days of receiving a request

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

4.4.12. Administrative Service and Incentive Points will be posted to the Club Website quarterly.

4.4.13. To receive Service & Incentive Points for an event, each worker must submit a Service Point Request on the Club website.



Website requests should be submitted no later than one week following the close of the event where the service was performed.

Members not satisfying the redemption requirements referenced here in 4.4.13 will not receive the requested Service or Incentive Points.

A record of member Service Points and Incentive Points earned will be maintained by the Treasurer and published to the Club website as outlined in 4.4.10. It is the individual member's responsibility to maintain a record of their Service Points and Incentive Points so that it may be referenced if needed to verify service.

- 4.4.14. Committee Chairpersons cannot earn additional Service or Incentive Points in their own areas of responsibility, but may do so in other areas.
- 4.4.15. Incentive Points (POC Bucks) expire one year from issuance. Service Points reset to zero at year end.

## **DRIVER'S RESPONSIBILITIES**

### **5.0 LICENSING:**

- 5.0.1 Must be current POC Member (except non-member license per 5.0.4 below) with annual membership and license fees paid in full.
- 5.0.2 Must be at least 18 years of age (unless with parental release per 3.01).
- 5.0.3 Must hold a valid driver's license from state of residency.
- 5.0.4 A non-POC member Competition Permit may be obtained from the Chief Driving Instructor or his designee on an event by event basis. Standard annual license fee will apply. For Time Trial, PCA Zone 7 and 8 competition licenses may be acceptable. For POC Racing please refer 5.3.
- 5.0.5 It is the responsibility of the member/entrant to see that the completion of the licensing requirements, as noted herein, are certified on the member's Competition License by the signature of the Chief Driving Instructor or his designee.
- 5.0.6 In order to maintain a valid POC Competition License, the member must compete in at least one event per season as well as comply with all GCR licensing provisions.
- 5.0.7 Waiver of any or all, in whole or in part, of these licensing requirements shall be at the sole discretion of the Chief Driving Instructor or his designee.
- 5.0.8 Any driver may be required to return to the lecture or on-course phase of licensing at the discretion of the Chief Driving Instructor or his designee.
- 5.0.9 A Competition License may be suspended or revoked by the Competition Director or his designee, if in their judgment the license holder conducts himself in an unsafe or hazardous manner, or for other good cause.
- 5.0.10 Competition License suspension or revocation may be appealed to the Board of Directors, in writing, and/or by request in person (appointment required) at the regular monthly Board Meeting. The Board's decision shall be final.

### **5.1 PERFORMANCE DRIVING SERIES (PDS) LICENSING**

5.1.1 To obtain a PDS License one must successfully pass the POC formal instruction program requiring a minimum of four (one-day) events of in-car, on-course instruction by an authorized POC Driving Instructor(s).

## 5.2 **TIME TRIAL LICENSING**

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

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

## 5.3 **RACE LICENSING**

POC Racing has been designed to be safe, fun and competitive. Good sportsmanship, honesty, and a sense of fair play shall be the standard by which all participants and officials are expected to conduct themselves. All drivers and vehicles entered in the POC Racing program must maintain Logbooks for both the driver and the vehicle.

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

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

1. The applicant must have six verifiable racing starts with a racing organization similar to POC.
2. The applicant must guarantee a clean incident and behavior report from all racing organizations with which the applicant has participated. A clean report means no existing 13-13's, probationary standings, etc.
3. Racing results must be verifiable, i.e.; My Laps, or another club's web-posted results, or similar.
4. A completed current (within six months) POC medical questionnaire or equivalent. A new POC medical evaluation is preferred.
5. Technical inspection of both car and safety equipment is required by a recognized POC tech shop prior to participation at any level.

All information submitted will be investigated by the Chief Driving Instructor or designee to confirm legitimacy and accuracy.

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

All vehicles participating in the Racers Clinic must be legal in their designated class and will be required to have their cars prepared, including all the personal and car safety equipment, as required

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

The Clinic, as with all POC sanctioned speed events, will strictly adhere to the 13/13 rule and all provisions of Section 9.0. Any Racer Clinic participant receiving a 13/13 during participation in the Racer Clinic will be withdrawn from the Clinic and will not receive participation credit.

After completion of two Race Clinic weekends the candidate may be granted a Provisional Cup Race Permit. Upon successful completion of six POC competition events within a one-year period, a POC Cup Race License will be issued.

## 6.0 LOGBOOKS

### 6.1 DRIVER'S LOGBOOK

Driver's Logbooks will be issued to all active members and associates with a Competition License (Time Trial 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, Director of Motorsports, 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 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,
  - b. Director of Motorsports or official designee.
  - c. Personal safety equipment entries may be made by any of the above, as well as by an Official Tech Inspector.
4. Entries in a Driver's Logbook may be protested. See GCR Section 13.0 for more information.
5. Random spot checks may be conducted by any of the above-named officials.

### 6.2 VEHICLE LOGBOOK

Vehicle Logbooks will be issued to all active car owners with a Competition License in Time Trial (Open Passing) or Cup Racing. A Vehicle Logbook is required as part of your Official Technical Inspection to help insure that all competitor's vehicles comply with the safety requirements.

1. It is required that the Vehicle Logbook be kept in a safe place in your track car.
2. The Vehicle Logbook must be complete with all required information and photos and must be kept current.
3. Members who own and compete with more than one vehicle must request additional Vehicle Logbooks for each vehicle. Members who acquire a new competition vehicle will apply for a new Vehicle Logbook.

4. Vehicle Logbooks must be presented at Official Tech Inspection Stations to be pre-tech inspected for Time Trial, and Race events. An Official POC Tech stamp must be present in the Vehicle Logbook.
5. The Vehicle Logbook, with complete tech information, tech inspection stamp, inspector's signature and current event date, may be requested at registration. An incomplete Vehicle Logbook will require re-tech at the track plus associated 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.

### 6.3 REPLACEMENT LOGBOOKS

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

### 6.4 LOGBOOK INFORMATION

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

#### **False entry penalties:**

In the case of false entries, or tampered Logbooks (i.e., missing pages), penalties will be incurred. The penalties may include any or all of the following:

1. Expulsion from event.
2. Denied entry to next event.
3. Forfeiture of competition points.
4. 13/13 as decided by the Board of Directors.

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

## 7.0 **COMPETITION NUMBERS**

- 7.1 The Competition Director or designee will assign competition numbers.
- 7.2 All entries to events must have and use an assigned POC competition number. A car number log (one, two, and three-digit numbers) will be maintained on MotorsportsReg.
- 7.3 All assigned competition numbers will be reserved until December 31 of the following year. To reserve their assigned competition number for the following season, the member must compete in at least one event during the calendar year and all membership and license fees must be paid no more than 30 days past their due date. A one-year exemption may be granted by a majority vote of the Board of Directors. A letter must be received by a Board member before the last event of the year outlining the extenuating circumstances to be considered. Exemptions cannot be granted in concurrent years. Should either of these conditions not be maintained, a secured competition number will be immediately released for claiming.
- 7.4 A list will be maintained of available one, two and three digit numbers. All active members who are not on a 13/13 suspension, and that meet a “minimum criterion” will be eligible to immediately obtain an unclaimed one, two or three digit number. Requests to change an assigned number must be made in writing to the Competition Director and will be handled in the order of receipt.
- 7.5 “Minimum criterion” will be based on Membership, Participation, Recognition Awards, Service and Volunteerism. Points are accumulated in the following manner;
- One (1) point for every driving year (minimum of one event) of membership;
  - Two (2) points for each major “Service” year-end award (Service Points Champion, Member of the Year);
  - Two (2) points for each major Performance year-end award (Driver of the Year);
  - One (1) point for every year with 1,000 or more Service Points
  - Two (2) points for each year of service as a Board Member or Competition Director;
  - One (1) point for each year as a Committee Chairman.
- 7.6 To be eligible for a one-digit number a member must accumulate 25 or more points. A minimum of 10 points are required for a two-digit number.
- 7.7 Members have the right to exchange their competition number with one another provided both members meet the criteria for said numbers as specified in Section 7. The exchange is the sole responsibility of the members, but must be reported to the Competition Director, or designee, in writing and dated and signed by both members.

## 8.0 **CAR MARKINGS**

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

- 8.1 Assigned competition number 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. The front number shall be white, a minimum of 4 inches high, with a one-inch plain stroke, installed horizontally and located on the upper right side (from the perspective of the driver) of the windshield. If it is mounted on a banner, the background must have at least as much contrast as the windshield glass.
- 8.2 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.
- 8.3 Location, content and mounting of all car markings is subject to approval of the Competition Director.
- 8.4 Drivers who have successfully completed one Racer's Clinic will display a red "half dot" on their rear window. Drivers who have successfully completed two Racer's Clinics will display a red "full dot" on their rear window until they have successfully completed six events (i.e. they are no longer provisional Cup Racers)

## 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 any remaining sessions for that day, and will not receive any participation or championship points for that points event. You cannot participate in the next POC driving or points event until you "sit-out" an event that contains competitions of equal or higher value, and the incident will remain on your record for the next thirteen (13) months. A "points event" is defined as any competition where Championship Points are scheduled to be awarded. 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 an incident that is worthy of a write-up it will count as one half a point or one half of a 13/13. Write-ups remain on your record for the next thirteen (13) months. If a driver receives two write-ups during a thirteen (13) month period a 13/13 will be issued. If a write-up is received during a race the driver will incur a one lap penalty. Receiving a write-up during a qualifying session will disqualify the driver's time and the driver will start DFL. Receiving a write-up during a Time Trial or PDS timed run session will disqualify the driver's time.**

If you are involved in an incident that damages only the car that you were driving (single car incident), the Competition Committee may, at its discretion, determine that your single car incident is worthy of a write-up or a 13/13 penalty.

You may also be issued a 13/13 for reasons other than an incident with contact and damage. These may include, but are not limited to sub-standard, unpredictable, or dangerous driving, unsportsmanlike conduct, poor judgment, or gross negligence by a driver and/or any of his/her crew or guests.

A 13/13 may also be issued for inappropriate conduct at any POC assembly whether it is administrative, social or competitive.

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

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

Key issues to be considered:

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

## Competition Committee Incident Guidelines:

1. Contact minor damage or rubout – Cars making contact are in full or partial position and both share fault = Racing Incident
2. Contact minor damage and the car they made contact with deviates from its course, is pushed off the track, or a position is gained = Write-up for the driver at fault and the position(s) gained should be given back in the race results.
3. No contact – not leaving racing room or changing your position on the track that causes an incident or other drivers to deviate from their course = Write-up
4. Contact minor damage after entering corner late and attempt to avoid the contact = Write-up
5. Contact after entering a corner late with no attempt to avoid the contact = 13/13 Level of damage is not considered.
6. Losing control of your car and making contact with or collecting another car = 13/13 Level of damage is not considered.
7. Major contact and damage = 13/13

9.1.1 Members appealing a 13/13 may do so per Section 13.8. If the Board of Directors hears the appeal and the 13/13 ruling is upheld, then the start date for the 13/13 will be the date of the hearing. Recipients of a 13/13 Probation or Suspension are not allowed to delay the requirement of missing the next event during an appeal process.

## 9.2 **PASSING RESPONSIBILITY**

The overtaking driver and the driver in the lead share responsibility for a safe interaction. The overtaking driver must realize that they have an advantage over the driver in the lead: the overtaking driver has a better view of the car in the lead than the driver of the lead car has of the overtaking car. However, the driver of the car in the lead has an obligation to remain aware of passing vehicles and leave racing room as described below.

On a straightaway, the driver in the lead may proceed in a straight line at any position on the track but shall not attempt to block or impede the progress of passing car(s); weaving is not permitted. When approaching a corner, the car in the lead is permitted one defensive move but such a move must not be reactionary or so late as to create a danger to the following car. Such blocking behavior may result in a black flag penalty, regardless of whether there is contact or not.

If a car establishes full position (front bumper at, or in front of, the door mirror of the car in the lead), at or before the turn-in point, the cars must share the corner. They coexist and give racing room to each other. In the absence of extenuating circumstances, a driver in the lead who fails to leave racing room in such a situation will likely be assigned major responsibility for any contact. However, the overtaking driver is still required to take evasive action to avoid contact where possible. Failure to do so may result in assignment of partial responsibility.

If a car establishes partial position (front bumper breaks the plane of the rear bumper of the lead car, but not its door mirror) at or before the turn-in point, then the lead driver is similarly required to 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 ready to back out if necessary to avoid contact. While the major responsibility for avoiding contact lies with the overtaking car in such circumstances, partial responsibility may also be assigned to lead drivers for failure to leave room where it is possible to do so. Failure to recognize that overlap was attained is not an acceptable defense – if in doubt, leave room.

Drivers who repeatedly fail to leave racing room when being passed, or who repeatedly exhibit blocking behavior, will be penalized, regardless of whether contact is made. This may take the form of race disqualification, write-up, or a 13/13, at the discretion of the Competition Committee.

- 9.2.1 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 responsibilities described above are reversed.
- 9.2.2 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 front bumper of the overtaken car, before contact was made.
- 9.2.3 All overtaking drivers shall approach the car to be overtaken in a safe and reasonable manner by maintaining a safe distance while executing a pass. All drivers must be cautious of multiple car passes as the driver being passed may not see additional cars hidden from view behind the first passing car.
- 9.2.4 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.

### **9.3 RACE STARTS**

- 9.3.1 Forming up. Rolling starts, two-abreast, are the norm for POC races and may be split; i.e. two or more groups may start in a staggered fashion. The pole-sitter of each group may choose the inside or outside position upon entering the track for the warm-up lap. All other cars form up according to the pole-sitter’s choice i.e. P3 will start behind P1, P4 behind P2 etc.
- 9.3.2 Approaching the start. Two corners before the start line the pole-sitter shall slow down sufficiently to allow cars to form up into position and then establish a starting speed (between 40 and 60 mph), and maintain that chosen speed on the approach to the start-finish line. **No weaving or tire scrubbing once your group forms up.** All other cars should adjust their speed accordingly to maintain formation behind the two lead cars with approximately one car-length separation between rows. Excessive acceleration and/or deceleration ahead of the green flag being waved, including ‘jumping the start’, or not staying in line, may result in a restart being called and/or a black flag for the offender(s), at the discretion of the Race Director. Other penalties (e.g. write-up, 1-lap penalty, DQ) may be issued after the race, subsequent to protest, at the discretion of the Competition Committee.
- 9.3.3 Approaching the first corner. This is a time of particularly high-risk for collision as multiple cars attempt to establish position in close proximity to one another. It is imperative that drivers be aware of cars around them and leave sufficient racing room. The “shared responsibility” mantra described

in the passing rules above will be key in decisions made by the Competition Committee in these situations. If in doubt, leave room.

## **REGULATIONS FOR SPEED EVENTS**

### **10.0 GENERAL REGULATIONS FOR SPEED EVENTS**

10.1 Driving events are open to all Marques.

Participation by non-Porsche Marques will be left to the discretion of the Director of Motorsports and must be approved by the Competition Director.

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

10.3 Any modification not expressly permitted in these rules is not allowed in Stock or Modified classes.

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

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

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

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

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

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

10.10 Deleted

10.11 All bodies must be production based and are subject to the approval of the Competition Director.

10.12 All cars must use gasoline. However, commonly available commercial octane boosters shall be allowed (unless excluded elsewhere in the GCRs, Appendices, and Addendums). No nitrogen or oxygen bearing fuels or additives shall be allowed.

Electric powered cars and hybrids are allowed. They will be classified as EX and are not eligible for race awards.

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

10.14 Any 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, Modified, 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 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 Director of Motorsports or their designee).
  3. Must pay the prescribed second driver fees.
- 10.15 All entrants must comply with the supplemental regulations published on an event entry form, event schedule and/or as announced during the driver's meeting(s) by POC event officials. Violation of supplemental regulations will be treated the same as violation of the GCR.
- 10.16 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.
- 10.17 Before each Time Trial/Racing season begins, any entrant in the GT classes who wishes to run for Championship points must submit a completed car classification rating sheet (Appendices D) 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.
- 10.18 A "spec" part, product or program may be required for a car in order for a driver to accumulate championship points.
- 10.19 **Racing** - Forward facing cameras are required. A second camera pointing backward is highly recommended. It is the driver's responsibility to test and confirm the device is working properly and able to record the entire time the car is on track. If a driver is not able to provide forward facing video of their time on track a warning will be issued. If the video is needed to determine fault from an incident during a competition event the driver with no video may be DQ'd from that event. Subsequent lack of video may result in a write-up or 13/13 penalty.

## 11.0 SAFETY

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

- 11.0.1 Safety helmets are required and must be Snell or FIA certified with a current or one previous certification (SA2015, SA2020). Helmets must be date labeled. It is recommended that helmets be replaced after 5 years of actual use. Closed faced helmets are highly recommended. Helmets with a MA rating are prohibited.
- 11.0.2 Approved goggles or face shields are mandatory in open cars and are recommended for all other cars.
- 11.0.3 No passengers are allowed in cars with a diagonal roll bar brace that crosses in front of the passenger seat (no exceptions).
- 11.0.4 Wheel nuts or bolts must fully engage the threads on the stud, or hub, for a length at least equal to the outside diameter of the stud or bolt. Steel lug nuts are required for all Racing classes and recommended for all others.
- 11.0.5 Volkswagen wheels or wheel centers prior to 1968 are not allowed.
- 11.0.6 Adapters to modify the Porsche bolt pattern are not allowed. Wheel spacers must be equal in diameter to the mounting face.
- 11.0.7 Hubcaps must be removed.

- 11.0.8 Fire extinguishers are permissible only with mounting bracket approved by the Competition Director. On board, fixed in place fire systems are recommended for racing participants.
- 11.0.9 All loose objects, tools, removable floor mats, etc. must be removed from all interior spaces.
- 11.0.10 Windshield wipers may be removed.
- 11.0.11 Both driver and passenger doors must remain unlocked, except for cars that lock the doors automatically.
- 11.0.12 All tires, other than race tires, must be DOT approved. The speed rating must be equal to, or greater than, the speed potential of the vehicle. All tires must be available to the public through retail tire outlet stores. No visible cord is allowed, and tread depth must not be below minimum allowable manufacturer's specification. The fender must cover all parts of the tires, which normally contact the road when measured from a vertical drop from the fender edge through the center line of the wheel.
- 11.0.13 All competing vehicles must have both driver and passenger glass removed or in the down position at all times while on course. Lexan side windows on GT or factory built racecars subject to approval of Competition Director.
- 11.0.14 All vehicles, except in GT classes, must use DOT approved window glass in all windows
- 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 GT and Spec Classes. Stock or Modified Classes must use factory stock components and roll bars/cages to meet weight requirements. The Competition Director may allow ballasting in special circumstances for these restricted classes when the POC weight cannot be achieved in this manner. An approval letter from the Competition Director must be attached to the Vehicle Classification Sheet. Ballast shall be made of solid metal (bar or plate, not shot) and must be installed securely. The maximum weight in each pile will not exceed 100 lbs. and will be secured by a minimum of two bolts, which are through bolt mounted with back plate(s). Each pile must be clearly marked with its total weight. Cars with ballasting require an official technical inspection form to be signed off for correct ballast installation for each event.
- 11.0.17 Off-track weight is to be displayed in driver-side door jamb.
- 11.0.18 No fuel system components, including fuel lines, shall be exposed to the driver's compartment. All fuel system components must be behind a metal firewall. All high-pressure lines shall have appropriate fittings. No oil sumps or oil containers of any kind are allowed in driver's compartment without prior written approval of the Competition Director.
- 11.0.19 Polycarbonate (Lexan) windshields must be a minimum 0.25 inches thick. All Polycarbonate (Lexan) windshields and Polycarbonate (Lexan) rear windows must be retained sufficiently by straps and/or clips to prevent "blowout." Acrylic (Plexiglas) windshields are not acceptable.
- 11.0.20 A rear window is required on all non-open top cars. This includes Boxsters with hard tops installed (e.g., BSRs, GT class Boxsters, etc.).
- 11.0.21 Convertibles are required to run with the top in the up/closed position.
- 11.0.22 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.
- 11.0.23 All oil lines on the pressure side of the oil pump(s) must be connected via thread-on connections equal to or better than the factory. Slip-on oil lines to and from coolers are not acceptable.

- 11.0.24 Passengers are not allowed in cars at any time. During practice run sessions, CDI approved driving instructors accompanying assigned students are exempt, provided that the car complies with all safety provisions, including but not limited to roll bar/cage specifications (see 11.1 and Appendix E) and restraint systems (see 11.3).
- 11.0.25 All water-cooled vehicles entered in racing events may use only pure water in the cooling system (Redline Water Wetter allowed). Use of ethylene glycol (antifreeze) is prohibited. Antifreeze is allowed only in vehicles entered in PDS or Time Trial events, however, 996, 997, and 991 GT2, GT3, and Turbo models using the GT1 derived engine may use Antifreeze if the manifold fittings on the cooling system have been welded or pinned to reduce the chance of fitting failure. These cars have a history of fitting failure when on track and can dump coolant on the racing surface requiring clean up and causing significant delays. If the manifolds are not pinned or welded, then the Antifreeze must be removed and replaced with pure water (Redline Water Wetter allowed). Please contact the Competition Director for more detailed information.
- 11.0.26 Any loose tools, jack, and/or spare tires that are not securely mounted, should be removed from the vehicle prior to driving on the track. Allowance has been made in Stock/Modified Category vehicle weights for such removal.
- 11.0.27 If your car is smoking irregularly at any time while on track, you must move off the racing line immediately and proceed to the black flag station. If the car cannot continue while on track at any time, pull off the racing surface in view of a corner worker station and wait for a tow. In addition, if your car exhibits any signs of running irregularly (i.e. warning lights on dash, overheating, loss of oil pressure) immediately move off the racing line and stop in view of a corner worker station to wait for a tow. If you must stop, remain in your vehicle unless it is on fire. If you experience any of the above-mentioned situations and do not move off the racing line immediately, resulting in oiling down the racing surface due to negligence, you may be penalized...

## 11.1 **ROLL BARS and ADDITIONAL SAFETY**

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

### 11.1.1 **Performance Driving Series (PDS)**

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

### 11.1.2 **Time Trial**

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

### 11.1.3 **Racing**

11.1.3.1 At Racing events, an approved roll cage is mandatory in all Race classes.

11.1.3.2 All batteries must be secured with an insulated metal strap over the top of the battery, traversing the entire length or width to secure the battery from any movement with sufficient strength to retain the battery in position during a crash or rollover. This strap must be securely bolted to the chassis. The

positive post and connector shall be completely covered with insulating material of sufficient strength to prevent contact with a grounding source.

11.1.3.3 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. Also, filler necks for fuel cells cannot be connected to the hood or outside bodywork.

11.1.3.4 All vehicles in Racing events must have:

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

## 11.2 CLOTHING

PDS and Time Trial Point-By Event participants are required to wear full length pants, long sleeve shirt, and closed toe shoes. However, participants at a PDS Event that are also entered as a Time Trial participant or registered in a GT Class Car are required to wear Time Trial clothing as stated below.

Time Trial (Open Passing) and Cup Racing participants are required to wear 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 (and are recommended for all drivers), which extends beyond the back of the helmet. All hair must be protected by fireproof material.

## 11.3 RESTRAINT SYSTEMS

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

11.3.1 For PDS and Time Trial Point-By Entrants in Stock and Modified Classes, 3-point lap belts with shoulder straps are required. Full safety restraints, as required in higher Time Trial and Racing classes are encouraged. Also, the same type restraint system is required for both driver and instructor.

For PDS and Time Trial Point-By Entrants running in Modified Class w/o airbags and GT Classes, approved 5 or 6-point competition harness with 3" competition lap belts, 3" shoulder harnesses, and minimum one 2" anti-submarine strap are required for driver and instructor. 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. Schroth 4 point ASM technology belts are allowed in 991 GT3, 981 GT4 and 918 cars with the Porsche one-piece carbon seat.

11.3.2 For Time Trial (Open Passing) and Cup Race Entrants approved 5 or 6-point competition harness with 3" competition lap belts, 3" shoulder harnesses and minimum one, 2" anti-submarine strap are required for driver and instructor. 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. Schroth 4 point ASM technology belts are allowed in 991 GT3, 981 GT4 and 918 cars with the Porsche one-piece carbon seat. **Head and Neck restraint systems are recommended for all vehicles with harnesses.**

For Time Trial entries in cars built on or after 2015, 3-point lap belts with shoulder straps may be allowed. Check with the Director of Motorsports or the Competition Director.

- 11.3.3 For all Cup Racing drivers, an SFI or FIA approved Head and Neck restraint device is required.
- 11.3.4 Restraint systems found to be questionable in condition, design, material, mounting and/or in any way deemed unsafe will be disallowed.
- 11.3.5 Material of all restraints (stock or otherwise) must be in good condition. Restraint system webbing must be date labeled and replaced every five (5) years.
- 11.3.6 Hardware should meet or exceed the strength of standard DOT or SAE approved type (i.e., forged eyebolts with 7/16" SAE threads).
- 11.3.7 Harnesses must be mounted to either the chassis, backed by large diameter washers, or to the roll bar/cage. No more than one strap can be mounted to the same mounting bolt. Driver's right (tunnel side) lap belt may be mounted to tunnel.
- 11.3.8 All 914 cars must be equipped with two single straps or an "H" style strap where the seat is not used for strap support.
- 11.3.9 All high back seats where the headrest is an integral part of the seat must be equipped with "H" style shoulder harnesses. Shoulder harness mounting that depends on the seat back either for position or for support will not be allowed. The shoulder harness straps must remain on the shoulders in all situations. A "sternum strap" or similar design is not acceptable. The angle of the shoulder harness going back from the driver's shoulders cannot exceed 40 degrees below the horizontal plane of the shoulders. Seats with sides that otherwise prevent substantial contact of the lap belt with occupant must have slots to allow sufficient contact and restraint. Modifications to or replacement of seat(s) may be necessary to meet these requirements. Seats manufactured with harness slots are highly recommended.
- 11.3.10 Lap belts should be mounted to approximately bisect the angle between the thigh and the spine as viewed from the side.
- 11.3.11 Anti-submarine straps should be mounted such that they will not allow upward vertical movement of the lap belts due to any crushing of the front seat cushion in any situation.
- 11.3.12 All replacement seats must be of equivalent or greater strength than the originals they replace. Low-back seats must have an approved head restraint or structure behind the driver and passenger's heads.
- 11.3.13 All vehicles in Racing events must adhere to the window net/arm restraint specifications of Appendix G.
- 11.3.14 Occupants in open cars must wear approved arm restraints.
- 11.3.15 Arm restraints are required in any Modified Category or higher car with non-welded metal, fiberglass or convertible fabric roof. A window net and roof net may take the place of arm restraints.

#### 11.4 **COMMUNICATIONS**

Three distinct routes of communication should always be available.

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

3. Director of Motorsports to participants.

#### 11.5 **FIRE and EMERGENCY CONTROL**

Fire control and rescue equipment is of prime importance to the POC. A track cannot go “hot” until all emergency equipment and crew is in place. The mobile equipment, fire truck and ambulance must have free and ready access to the track and always be in contact with the starter tower.

#### 11.6 **HOT PIT, COLD PIT, and PADDOCK CONTROL**

The Director of Motorsports or designee will establish areas designated as the “Hot Pit”, “Cold Pit”, and “Paddock”, will see that they are appropriately communicated to all attendees. (See 3.0)

11.6.1 Maximum five (5) MPH pit speed limit.

11.6.2 All dogs and pets must be restrained and controlled.

11.6.3 Small children must be escorted and supervised by an adult.

11.6.4 Children under the age of 16 years may NOT drive motorized vehicles.

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

11.6.6 No unauthorized parking.

11.6.7 Engine fuel must always be used and stored in a safe manner. Fuel may not be stored, nor may cars be refueled in garages or enclosed areas. We will follow the rules and policies of race facilities that have fuel storage and refueling policies. When fuel must be stored and cars refueled away from the pit areas, the location will be announced by the Director of Motorsports.

#### 11.7 **COURSE CONTROL**

11.7.1 The Grid worker 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. Grid worker shall be in contact with the Starter at all times.

11.7.2 The Director of Motorsports 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 Director of Motorsports or designee shall designate track entry and exit to the pits.

11.7.4 The Director of Motorsports 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 Director of Motorsports or designee will be responsible for insuring a method of communication between all corner workers, fire and ambulance.

11.7.6 The Chief Steward shall control the racing surface, hot pit and pre-grid area, and shall be stationed in Race Control with communication available to all areas of the race circuit and direct communication with the Director of Motorsports 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 Director of Motorsports to the Chief Steward.
- 11.7.9 The Chief Steward may resolve disputes that take place during on-track activities, advising the Director of Motorsports and deferring disciplinary action to the Competition Committee; providing that committee with information and any recommendations required.
- 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 Director of Motorsports 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:

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

**Yellow: NO PASSING** 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. **NO PASSING.**

The prohibition on passing starts at the line on the racetrack perpendicular to the point of the first displayed yellow flag(s); The pass must be completed by this point. However, in cases where the incident is clearly visible as being in close proximity to the yellow flag(s), such that passing on approach to the yellow flag(s) would put someone in danger, passing on approach to the yellow flag(s) will be considered dangerous/reckless driving and will incur a one lap penalty or possible 13/13, at the discretion of the Competition Committee.

Once past the yellow flag(s) a pass may not be **INITIATED** until you are completely past the incident(s) and you have a clear view of an incident-free track between you and the next manned flag station, and it is clear that that flag station is not displaying a yellow flag. Timing a pass such that it occurs at or immediately after an incident and therefore requires accelerating adjacent to the incident will be considered dangerous/reckless driving and will incur a one lap penalty or possible 13/13, at the discretion of the Competition Committee.

**Double Yellow - NO PASSING.** Reduce speed enough to respond to hazard(s) on the course. The overall leader of the race will slow to 55 MPH or less and collect the entire field. There will be no split starts after a double yellow and all cars should collect together in a single file line. Racing will only resume with a green flag at the start/finish line. If the leader of the race does not slow to 55 MPH, they will be black flagged and the next car will take over the leader's responsibility of collecting the field.

**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. Typically, the Red Flag will end with full course Black Flag.

**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 for Point-By passing groups).

**Red with Yellow Stripes:** This flag warns of debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed. The flag will generally be displayed for up to two laps (if the surface condition persists). At that point, the driver is expected to understand the track condition and the flag is no longer displayed.

**Black with Orange Dot (or Meatball):** 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.

**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. Any racer who ignores a Black Flag during a race shall be assessed a one-minute penalty for each Black Flag passed. During a race, any driver passing under Black Flag All will be assessed a stop and go penalty under green flag conditions. If the infraction occurs on the last lap or two and it is not possible to assess the stop and go penalty, or video evidence of the infraction is provided after the race, the racer shall be penalized one lap.

**White:** The White Flag warns of a service vehicle on course (typically slow moving). Proceed with caution. You may not pass a service vehicle unless instructed to do so, or if it is CLEARLY OBVIOUS that the service vehicle is moving slowly off line and desires that cars pass. The White Flag may also be displayed at the Starter stand as an indication of the last lap before the Checkered Flag.

**Checkered:** The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit. The Checkered Flag may be shown at more than one location in PDS and Time Trial groups to ensure that drivers exit at the end of a session (drivers should not rely on the flag at the second location)

**Passing Under Yellow/Double Yellow:** Any driver in a non-race event who passes under a Yellow Flag condition and does not give the position(s) back to the car(s) passed, will be black flagged and removed from the track for the remainder of that session. During a race, any driver who passes under yellow and does not quickly give the position(s) back to the car(s) passed safely will be black flagged and assessed a stop and go penalty. If the infraction occurs on the last lap or two and it is not possible to assess the stop and go penalty, or video evidence of the infraction is provided after the race, the racer shall be penalized one lap.

## 11.9 HAND SIGNALS

The following hand signals must be performed as required:

**Course Exit:** Before exiting the course, driver must signal by raising a fist out the driver side window.

**Point By:** The Director of Motorsports, Chief Driving Instructor or designee will explain the hand signal procedures to all drivers and/or will provide notes describing the procedure. They will also explain which run groups have “open passing,” which groups must “point by” overtaking drivers, and on which side(s) of the car passing is allowed.

**Course Re-Entry:** 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. Unsafe re-entry may lead to a 13/13.

#### 11.10 **PASSING AREAS**

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

#### 12.0 **TIMING**

12.0.1 All drivers competing in a POC Race or Time Trial (PDS excluded), must use an individually assigned AMB #X260 Transponder. Transponders cannot be shared. If two drivers share a vehicle, the drivers will not receive points or be eligible for track records (unless approved by the Competition Director). 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 data may result in disqualification.

#### 12.1 **POSTING OF EVENT ENTRANTS AND RESULTS**

It is the responsibility of Event Registration to see that a complete list of Time Trial and Cup Race entrants, sorted by competition Class, is available for review on Race Hero.

It is the responsibility of the Competition Director to see that timing results, including associated driver name and car classification are posted on Race Hero. Those results will be considered provisional.

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

#### 13.0 **INSPECTION AND PROTEST**

All cars in all classes must be available, unchanged, for thirty minutes following the completion of a competitive event. Any car protested must remain unchanged until the protest has been decided or until the Competition Director has given clearance. A car found to be illegally represented may be disqualified. All cars are subject to inspection by the Competition Director and/or Competition

Committee at any time during an event. All protests and appeals have specific time limits Refer to 13.9-13.10-13.11.

### 13.1 **RIGHT TO PROTEST**

The right to protest shall rest with the Competition Director, an entrant, or driver taking part in the competition in question. Each alone may protest a decision, act, or omission by the organizers, an official, car entrant (as provided in **13.4**), driver, or other person connected with the competition, which is considered to be in violation of the GCR, except that they shall have no right to protest against a refusal of entry.

### 13.2 **LOGGING A PROTEST**

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

### 13.3 **HEARING PROTESTS**

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

### 13.4 **PROTESTS AGAINST COMPETING VEHICLES**

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

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

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

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

### 13.5 **PROTESTS AGAINST THE RULES**

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

### 13.6 **PROTESTS AGAINST ACTIONS TAKEN BY CLUB OFFICIALS**

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

### 13.7 **JUDGEMENT**

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

### 13.8 **APPEALS**

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

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

### 13.9 **PROTEST TIME LIMIT**

Protests must be received within the following time limits:

1. Against vehicle: Within 30 minutes of completion of competition.
2. Against mistake or irregularity in competition: Within 30 minutes of completion of competition.
3. Against event results: Within seven days of receipt of official results.

### 13.10 **APPEAL TIME LIMIT**

Appeals must be received within the following time limits:

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

### 13.11 **VEXATIOUS PROTEST OR APPEAL**

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

#### 14.0 **TECH INSPECTION**

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

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

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

14.3 Deleted

### **CAR CLASSIFICATION**

#### **STOCK AND MODIFIED CATEGORIES**

These categories separate stock and moderately developed cars by degree of modification. Cars with more modifications than described in sections 15 and 16 will be considered GT Class cars (sections 20 & 21), or part of a "spec" class such as BSR (section 22), or SCR (section 25).

***Section 29.2 provides a link to the POC Results page which provides a link to a Class Calculator. The Class Calculator determines a numerical base class (1-7) and is set using the estimated Off-Track Weight, vehicle horsepower, fuel capacity and selected tire treadwear rating (UTQG) and type (Street, "R" Compound, or Race Slicks). See sections 29.3 and 29.4 for definitions of the terms.***

As an alternate to using the Section 29.2 estimated Off-Track Weight and Adjusted RWHP, the competitor may choose to use measured weight and RWHP and set base class using Appendix D.

Once the "Base Class" is identified the competitor applies the following GCR sections, the Stock and Modified category menus, to set the final class and designation of the car. These designations are S1 – S7 for Stock category cars and M1 – M7 for Modified category cars.—

#### 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. Cars in the Stock category must use tires with a 200 or greater UTQG treadwear rating. Any other tire automatically places a car in the Modified or GT classification, depending on level of modification. All factory GT cars (e.g., GT3, GT4) are not eligible for the Stock category and begin as Modified class cars.

#### 15.1 **STOCK CATEGORY MENU**

Any modification not expressly identified as a Stock menu modification is not allowed. Participants must contact the Competition Director for written approval of any anticipated performance changes not specifically addressed in the GCR's. Any exemptions/approvals granted by the Competition

Director must be in writing and kept on the vehicle log-book.

## 15.2 GENERAL

- 15.2.1 Comfort and convenience modifications that have no effect toward improving performance, such as factory or after-market seats, radios, type of instruments, are accepted. However, participants are encouraged to contact the Competition Director for approval of any changes that could conceivably provide some performance advantage.
- 15.2.2 Any replacement parts must be for the model and year of the original VIN.
- 15.2.3 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.
- 15.2.4 Vehicles must weigh according to the POC approved off-track weight (as entered/defined in the Class Calculator). See 29.2, "Weight with Driver "Off Track"".

## 15.3 ENGINE

- 15.3.1 Removal of rain shields from engine compartment lids is allowed.
- 15.3.2 Direct bolt-in replacement for the thermal reactors and catalytic converters are allowed. Does not allow installation of headers on cars where the catalytic converter and exhaust manifold is one integrated unit (e.g., 987). 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.
- 15.3.3 Any oil, water or air-cooling change that allows the engine or power steering to run cooler is permitted, unless otherwise prohibited. Addition of cooling modifications shall not alter the aerodynamics or forced air flow to engine intake. Installation of a Porsche Motorsports GT3 Cup-Type electric power steering pump is allowed in 986/996 and later cars to prevent overheating and power steering system failure.
- 15.3.4 Addition of fender mounted coolers is allowed.
- 15.3.5 Mechanical or oil fed chain-tensioners update is allowed.
- 15.3.6 Dual mass flywheels: Stock dual mass flywheels may be replaced with NO reprogramming of ECU
- 15.3.7 Any additional engine modification requires use of measured RWHP and weight to establish classification. If approved measurement is not available car will be classified as GT.

## 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 Any factory option suspension is allowed.
- 15.4.3 Wheel diameter is open.
- 15.4.4 Wheel widths may be up to one (1) inch wider than stock widths.

- 15.4.5 DOT street approved tires only. "R" compound or DOT tread wear rating of less than 200 are not allowed. Tires must show no evidence of rubbing on any part of the car during the event and must conform to 11.0.12.
- 15.5.6 Adjustment, but not modification, of stock suspension components or chassis is permitted. Dampers and springs may be replaced with any factory optional part available for the model and year of car. Installation of "street" lowering spring kits (e.g., Eibach) is allowed.
- 15.5.7 Any make brake linings or pads allowed. Removal of brake dust shields is permitted. Brake calipers and rotor size/type must remain stock.

## 15.5 **BODY**

- 15.5.1 Factory optional front and rear spoiler for model year are allowed (no update)

## 15.6 **TRANSMISSION**

- 15.6.1 Factory optional or aftermarket limited slip or torque biasing differential is allowed.
- 15.6.2 Factory short shifter is allowed

## 16.0 **MODIFIED CATEGORY (Overview)**

The Modified category allows more modification than Stock, but not as to create a GT class car. Modified category cars must have all major interior components in place (i.e., seats, dash, fixed carpet, headliner, door panels, and rear seat bases (unless removed to facilitate installation of safety equipment)).

## 16.1 **MODIFIED CATEGORY MENU**

Any modification not expressly identified as a Stock or Modified menu modification is not allowed. Participants must contact the Competition Director for written approval of any anticipated performance changes not specifically addressed in the GCRs. Any exemptions/approvals granted by the Competition Director must be in writing and kept on the vehicle log-book.

## 16.2 **GENERAL (CURRENTLY BLANK)**

## 16.3 **ENGINE**

- 16.3.1 Addition or relocation of oil filter or oil cooler(s) is allowed.
- 16.3.2 Electric fuel pump is 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 and blueprinting is allowed. Connecting rods and bolts may be replaced. Pistons may be replaced with aftermarket, but this replacement may not increase compression ratio and/or displacement. All other components must remain stock.



- 16.3.5 Modification of air cleaner or installation of aftermarket filter is allowed. No changes allowed to or after the throttle body.
- 16.3.6 Reprogramming of the stock ECU is allowed for non-turbocharged cars. Turbocharged cars with non-stock ECU programming must use measured RWHP and weight to establish classification.
- 16.3.7 Any additional engine modification requires use of measured RWHP and weight to establish classification. If approved measurement is not available car will be classified as GT.

#### 16.4 **SUSPENSION**

- 16.4.1 Any anti-roll bar (sway bar) is allowed
- 16.4.2 Simple bolt-in shock tower brace is allowed. No rivets, welds or new bolt holes allowed for mounting.
- 16.4.3 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 tires deemed inappropriate for racing applications will not be allowed in POC Cup racing events.
- 16.4.4 Any tie-rod or track rod is allowed. Including bump-steer adjustment spacers.
- 16.4.5 Any brake cooling duct is allowed.
- 16.4.6 Reinforced brake lines and/or any size factory master cylinder are allowed.
- 16.4.7 Any damper and/or spring (including any spring rate) is approved.
- 16.4.8 Replacement of rubber suspension bushings with thermoplastic equivalents is allowed, however, all bushings must be identical to the replaced part in design and concept.
- 16.4.9 Cross drilled or slotted rotors are allowed.
- 16.4.10 Manually adjustable brake pressure proportioning valve is allowed.
- 16.4.11 Type 986/996 and later cars may use Porsche "GT3 Street" lower control arms for the purpose of increasing camber. Cars must retain stock rubber bushings.
- 16.4.12 Raised spindles, modified stock suspension and/or chassis to increase camber are allowed
- 16.4.13 Cars originally equipped with torsion bar suspension may not change to coil-over suspension.
- 16.4.14 Relocation of battery and removal of battery boxes to facilitate brake-cooling ducts in early 911 cars is allowed. Must comply with 11.1.3.2.

#### 16.5 **BODY**

- 16.5.1 Decorative style mass-produced front spoiler subject to limitations of 16.5.4. Type 986 and later must maintain all model-specific bodywork.
- 16.5.2 Fender flare lips may be rolled or shaved but not welded, riveted or cut to extend.
- 16.5.3 Factory option Type 986/996 and later stock leading edge rear wing allowed. Must maintain stock location of wing.
- 16.5.4 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.
- 16.5.5 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.

- 16.5.6 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, doors, roof and remaining chassis must remain factory stock material, form and function.
- 16.5.7 Non-stock whale tail or spoiler (must conform to 16.5.5). 1990 and later models are allowed factory aero kits and/or OEM street leading edge wing.

17.0 **SECTION REMOVED**

18.0 **SECTION REMOVED**

19.0 **SECTION REMOVED**

## 20.0 **“GT” CLASS (Overview)**

These classes, defined as “power to weight” classes, allow all sports cars to enter and run for POC Competition Points in the PDS, Time Trial, and Cup Race series.

- 20.1 Non-Porsche competitors in the GT Race and Time Trial Classes are subject to review by the Competition Director. In addition, an Appendix D Form and a Dyno Sheet must be submitted.

## 21.0 **GT CLASS MENU**

There is no specific menu for this class. At the beginning of each year (and any time a modification is performed), the GT Class designation is determined by a “Power to Weight” ratio as listed below in section 21.4. The POC *may* provide a dynamometer and scales at events to verify stated horsepower and weight. Testing may be performed at any time during an event. Competitors may use any brand of dynamometer for certification (subject to Appendix D), but to avoid errors of classification, the results of all compliance dynamometer runs, conducted at POC competition events will be final.

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

## 21.2 **HORSEPOWER TO WEIGHT**

- 21.2.1 Horsepower will be the highest measured of three (3) successive dynamometer runs.
- 21.2.2 A written and signed dynamometer certification report from the provider is required (included on Appendix D).
- 21.2.3 The cars weight, with the driver in position, along with the dynamometer certification, must be submitted to the Competition Director or his designee before, or at, the first event of the season, or the first time the car will compete, or when any modification to the car has been performed.
- 21.2.4 The “power to weight” ratio will be calculated by dividing the stated car weight, with driver, by the certified horsepower.
- 21.2.5 Copies of this dynamometer certification and the completed “Vehicle Classification for GT Classes, Appendix D” must be kept in the car with the vehicle log book at all times.

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

### 21.3 TECHNICAL

Modifications to the car must comply as follows:

- A) Body panels may be replaced with composite materials. However, adequate steel impact protection for driver and fuel tank are required.
- B) Spoilers, wings and splitters may not be wider than the basic bodywork or fenders.
- C) No open wheel cars allowed. The fender must cover the tire at the fender top edge. Also, the fender must cover the tire to the rear, at least, to the centerline of the wheel. All body panel openings, near a front or rear wheel, must be covered with a piece of wire screen with openings no larger than 1/4.
- D) Fuel lines, fuel components, high-pressure lines, oil sumps or oil containers are highly recommended to be in their OEM locations. However, they may not be present in the driver's compartment and must be separated from the driver's compartment by a metal firewall.
- E) Oil lines are recommended to be in their OEM locations. However, they may pass through the cockpit if they are metal braided and have no connections other than to the bulkheads.
- F) Batteries are recommended to be in their OEM locations and/or outside of the driver's compartment. However, dry cell batteries may be relocated on the passenger floorboard. They must be securely mounted per GCR 11.1.3.2. Wet-cell batteries are not allowed in the driver's compartment.
- G) All cars must be equipped with a metal firewall(s), separating the driver's compartment from the engine and fuel tank compartments. All openings and holes in the firewalls must be sealed with metal and/or materials equal to or better than OEM. All 986 Boxster 1997-2004 are strongly encouraged to upgrade to the newer 987 Boxster metal engine cover that is bolted down. Part # 98751321102.
- H) No active or in car adjustable aerodynamic devices allowed. (Except factory fixed-speed deploying devices operating at factory specifications). Only one wing allowed; no wings on front hood. Wings must be single element.

21.3.1 Engine swaps of non-OEM engines are allowed in GT Class cars only. They will race in their GT Class Specified WT/HP Class per GCR 21.4.

21.3.2 Competitors may add ballast up to 350 pounds to determine car weight, but must conform to GCR 11.0.16.

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

- 21.3.4 Any hardware that allows a competitor or crew member to wirelessly or directly connect to the ECU and alter ECU maps at any time during competition or post-competition impound is strictly prohibited, regardless of whether such hardware is external or internal to the ECU. Additionally, no hardware is permitted that allows a driver to alter horsepower levels by any means while on the track. This does not apply to GT1 classed cars.
- 21.3.5 Down classing (e.g., moving from GT3 to GT4) by reducing measured RWHP and/or increasing off-track weight – Competitors may not reduce the measured RWHP of their car by more than 10% of the base, unrestricted RWHP. Methods to reduce measured RWHP include mechanically, electronically, restricting the air intake, or any other not listed method. For factory built race cars (e.g., GT3 Cup), the base RWHP is assumed to be 94% of the factory rated and published BHP. For all other cars, the base RWHP is assumed to be highest Appendix D RWHP ever submitted for the engine configuration currently in the car.

Competitors may not use a combination of RWHP reduction and off track weight increase to change the performance ratio of their car by more than 10% without the Competition Directors approval (e.g., a car at base RWHP and non-ballasted weight off track with a performance ratio of 8.0 can use a combination of RWHP reduction and the addition of ballast to move to a maximum ratio of 8.8, but not 8.9 or higher).

## 21.4 GT CLASS SPECIFICATIONS

The following table shall be used with the off-track weight to RWHP information to set the GT class:

GT Class	DOT Tires $\geq$ 200 UTQG	DOT Tires $<200$ and $\geq$ 100 UTQG	DOT Tires $<100$ UTQG	Non DOT Tires (Slicks)
1	less than 5.51 lbs./rwhp	less than 6.01 lbs./rwhp	less than 6.51 lbs./rwhp	less than 7.01 lbs./rwhp
2	5.51 to 7.50 lbs./rwhp	6.01 to 8.00 lbs./rwhp	6.51 to 8.50 lbs./rwhp	7.01 to 9.00 lbs./rwhp
3	7.51 to 10.00 lbs./rwhp	8.01 to 10.50 lbs./rwhp	8.51 to 11.00 lbs./rwhp	9.01 to 11.50 lbs./rwhp
4	10.01 to 12.50 lbs./rwhp	10.51 to 13.00 lbs./rwhp	11.01 to 13.50 lbs./rwhp	11.51 to 14.00 lbs./rwhp
5	12.51 to 15.00 lbs./rwhp	13.01 to 15.50 lbs./rwhp	13.51 to 16.00 lbs./rwhp	14.01 to 16.50 lbs./rwhp
6	15.01 to 18.00 lbs./rwhp	15.51 to 18.50 lbs./rwhp	16.01 to 19.00 lbs./rwhp	16.51 to 19.50 lbs./rwhp
7	greater than 18.0 lbs./rwhp	greater than 18.50 lbs./rwhp	greater than 19.00 lbs./rwhp	greater than 19.50 lbs./rwhp

## 22.0 BOXSTER SPEC CLASS – BSR

The purpose of this Spec Class is to provide a competitive racing class for '97- '99 Boxsters. Boxster Spec Class rules and approved modifications are posted separately.

BSR - Fully developed racecar with complete roll cage and all other approved modifications.

Off Track Wt. = 2,650 lbs.

Wheels: 7" X 17" or 8.5" x 17" front and 8.5" x 17" rear

SPEC Tire: Toyo RR - 235/40/17 or 255/40/17 front and 255/40/17 rear

**23.0 BSR, SPEC 992, SPEC 991.2, SPEC 982, GT2, GT3 and GT4 Class – Tires**

Drivers may deploy one set of new tires per weekend.

Drivers may use any tires for qualifying and racing in a Sprint Competition Points Race provided that the tires have been stamped by a representative at the current or a previous event. It is NOT required that the same set of stamped tires be used for qualifying and racing.

Only one set of new tires per driver will be deployed per weekend and such tires may not be used by another driver at that event or any subsequent event.

Additional tires may be used in practice, in non-points races (e.g. Tribute to Le Mans), and in endurance points races.

Competition Committee approval of exceptions to these rules for safety reasons (e.g. damaged tire) must be sought PRIOR to the session/race if the forfeiture of points is to be avoided.

**24.0 SPEC CARRERA RACING CLASS – SCR**

This is a classification for 1984 to 1989 3.2 liter DME with Bosch fuel injection, stock 9.5:1 compression (U.S. spec). It allows for a specific set of modifications that have been carefully chosen to provide competitive performance with maximum reliability and contained costs. Drivers will adhere to the specs (posted separately) as developed by the members and as administered by the SCR committee.

Off Track Wt. = 2,450 lbs.

Wheels: 8" front and 9" rear x 17"

SPEC Tire: Hoosier R7, 245 front/275 rear

**25.0 SPEC 992**

The purpose of this Spec Class is to provide a competitive racing class for 992 Cup cars. SPEC 992 Class rules and approved modifications are posted separately.

Off Track Wt. = 3,026 lbs.

**26.0 SPEC 991.2**

The purpose of this Spec Class is to provide a competitive racing class for 991.2 Cup cars. SPEC 991.2 Class rules and approved modifications are posted separately.

Off Track Wt. = 2,910 lbs.

**27.0 SPEC 982**

The purpose of this Spec Class is to provide a competitive racing class for 982's. SPEC 982 Class rules and approved modifications are posted separately.

Off Track Wt. = 3,100 lbs. – Track Day

Off Track Wt. = 3,125 lbs. – COMP

Off Track Wt. = 3,150 lbs. – MR

## 28.0 UPDATE - BACKDATE MODIFICATIONS

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

356	Any 356	ALL
911	Any 911 & 912	'65-'68
	Any 911	'69-'89
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, Turbo S, 968	'83-'94
986	Any Boxster, Boxster S	ALL
987	Any Boxster, Boxster S or Spyder	ALL
981	Any Boxster, Boxster S	ALL
987	Any Cayman, Cayman S or R	All
981	Any Cayman, Cayman S	All
993	Any 993, 993 Turbo, Turbo S	ALL
996	Any 996 Carrera, Turbo, Turbo S	ALL
997	Any 997 Carrera, Turbo, Turbo S	ALL
991	Any 991 Carrera, Turbo, Turbo S	ALL

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

29.0 **CAR CLASSIFICATION MATRIX**

	<b>PDS and Time Trial Only (No Cup Racing)</b>		<b>PDS, Time Trial, and Cup Racing</b>	
<b>Base Class</b>	<b>DOT Tires &gt;= 200 UTGQ</b>	<b>DOT Tires &lt;200 and &gt;= 100 UTQG</b>	<b>DOT Tires &lt; 100 UTQG</b>	<b>Non-DOT Tires (Slicks)</b>
<b>1</b>	less than 5.51 lbs./RWHP	less than 6.01 lbs/RWHP	less than 6.51 lbs/RWHP	less than 7.01 lbs/RWHP
<b>2</b>	5.51 to 7.50 lbs./RWHP	6.01 to 8.00 lbs/RWHP	6.51 to 8.50 lbs/RWHP	7.01 to 9.00 lbs/RWHP
<b>3</b>	7.51 to 10.00 lbs./RWHP	8.01 to 10.50 lbs/RWHP	8.51 to 11.00 lbs/RWHP	9.01 to 11.50 lbs/RWHP
<b>4</b>	10.01 to 12.50 lbs./RWHP	10.51 to 13.00 lbs/RWHP	11.01 to 13.50 lbs/RWHP	11.51 to 14.00 lbs/RWHP
<b>5</b>	12.51 to 15.00 lbs./RWHP	13.01 to 15.50 lbs/RWHP	13.51 to 16.00 lbs/RWHP	14.01 to 16.50 lbs/RWHP
<b>6</b>	15.01 to 18.00 lbs./RWHP	15.51 to 18.50 lbs/RWHP	16.01 to 19.00 lbs/RWHP	16.51 to 19.50 lbs/RWHP
<b>7</b>	>18.0 lbs./RWHP	>18.50 lbs/RWHP	>19.00 lbs/RWHP	>19.50 lbs/RWHP

	<b>PDS and Time Trial Only</b>	<b>PDS, Time Trial, and Cup Racing</b>	
<b>Base Class</b>	<b>Stock (&gt;= 200 UTGQ)</b>	<b>Modified</b>	<b>GT</b>
<b>1</b>	S1	M1	GT1
<b>2</b>	S2	M2	GT2
<b>3</b>	S3	M3	GT3
<b>4</b>	S4	M4	GT4
<b>5</b>	S5	M5	GT5
<b>6</b>	S6	M6	GT6
<b>7</b>	S7	M7	GT7

<b>Spec Classes</b>
992 Spec
991.2 Spec
982 Spec
SCR
BSR

29.1 **FACTORY GT CARS**

All “GT” cars start in Modified rather than in Stock (e.g., 07-09 997 GT3 begins in Class M3). The intent is to align FACTORY GT cars delivered with Modified-type components, such as R compound tires & adjustable control arms, with base class cars that are only allowed these modifications via the Modified menu (Section 16). These FACTORY GT cars may make additional Modified modifications up to the limit of the Modified menu.

## 29.2 **BASE CLASS CAR CLASSIFICATION TABLE**

Classification table can be found at [results.porscheclub.com](http://results.porscheclub.com)

## 29.3 **STOCK AND MODIFIED WEIGHTS**

Published Weight = Basic (no-option) Porsche, as delivered, full fuel tank, no people or luggage

Off Track Weight = Published Weight + Standard Driver – Fuel Weight – Spare/Tools Weight, calculated as:

Off Track Weight = Published Weight +180# - (6.2 \* Fuel Capacity) – 45#

## 29.4 **STOCK AND MODIFIED HORSEPOWER**

Published Horsepower = Rated Brake Horsepower (BHP) as published in Porsche factory specs

Adjusted Horsepower = BHP \* (1-Standard Driveline Loss) \* Dyno Adjustment Factor, calculated as:

Adjusted Horsepower = BHP \* (1-10%) \* 95%

## 29.5 **MODELS NOT LISTED ABOVE**

***Final determination of a car Class is made by the Competition Director.***